

RAILWAY AGE

THE STANDARD RAILROAD WEEKLY FOR ALMOST A CENTURY

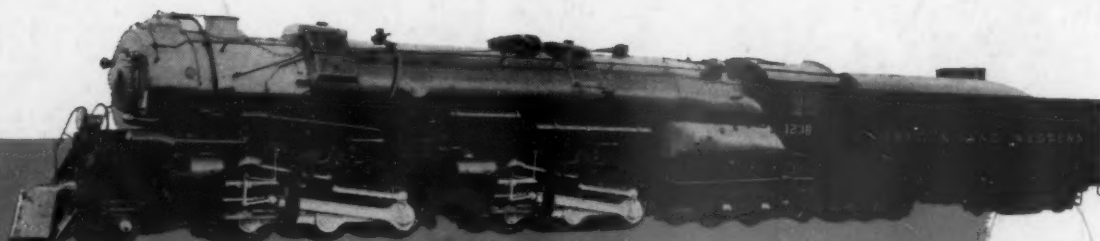
FREIGHT TRAFFIC ISSUE

FEBRUARY 5, 1951

ROUNDHOUSE MAINTENANCE ^{48 37} *reduced here...*

5 vital

services "trouble-proofed" with



BYERS WROUGHT IRON PIPE

Boosting availability by reducing roundhouse maintenance was a prime consideration in the design of this Norfolk and Western modern steam locomotive, one of five recently completed at the line's Roanoke Shops. Byers Wrought Iron pipe was used to safeguard all water, steam, sand and air lines.

The use of wrought iron in these punishing services on the thousands of steam locomotives still operated is standard practice on many major railroads. Against the threats of corrosive attack and vibration, conditions which frequently cause premature failure and excessive maintenance in vulnerable materials, wrought iron has rolled up impressive, plus-protection records. Enthusiastic reports of its ability to serve longer, at lower cost per year are supported by its widespread use throughout the industry.

Wrought iron's superior service performance stems from a combination of

essential qualities. Its corrosion resistance has been repeatedly proven over periods of many years in identical applications. The pipe is easily bent to short radii. It has minimum springback, which simplifies assembly and eliminates stressing of fittings and connected equipment. It takes sharp, clean threads which makes for tight joints. In service, wrought iron withstands shock and vibration because its unique composition gives a structure like that of a stranded cable. And the ease with which it can be welded is a valuable aid in installation.

If you would like a brief, interesting story on just how wrought iron is made, why it offers so many unusual service advantages, and where it is used, ask for our booklet, **THE ABC'S OF WROUGHT IRON**. We will be glad to send you a complimentary copy.

A. M. Byers Company, Pittsburgh Pa.
Established 1864. Boston, New York,
Philadelphia, Washington, Atlanta,

Chicago, St. Louis, Houston, San Francisco. Export Division: New York, N. Y.



WHY WROUGHT IRON LASTS

This notch-fracture test specimen illustrates the unusual fibrous structure of wrought iron—which is responsible for the unusual corrosion resistance of the material. Tiny threads of glass-like silicate slag, distributed through the body of high-purity iron, halt and disperse corrosive attack, and discourage pitting and penetration. They also anchor the initial protective scale, which shields the underlying metal.

BYERS

CORROSION COSTS YOU MORE THAN WROUGHT IRON
WROUGHT IRON
TUBULAR AND HOT ROLLED PRODUCTS
ELECTRIC FURNACE QUALITY ALLOY AND STAINLESS STEEL PRODUCTS

DIESEL MAINTENANCE COSTS LESS



... when engines are lubricated with **TEXACO DIESELTEX HD**

Road after road using *Texaco Dieseltex HD* reports: (1) cleaner operation, with freedom from harmful carbon, gum and sludge; (2) more mileage between overhauls; (3) greater locomotive availability; (4) less fuel consumption; and (5) lower maintenance costs.

Texaco Dieseltex HD assures this better, cost-saving lubrication because it's a fully detergent-dispersive oil, made from an exclusive formula, with a special heavy-duty additive that increases resistance to oxidation. *Texaco Dieseltex HD* meets the stringent requirements of leading Diesel locomotive builders and has been thoroughly road-proved under the severest conditions.

Another maintenance cost saver is *Texaco Crater* for lubrication of traction motor gears. It gives long-lasting protection that virtually eliminates wear... assures smoother, quieter operation.

To protect against hot boxes, lubricate waste-packed journals with *Texaco Texayce Oil* — the all-year car and engine oil. Assures full summer and winter protection.

A Texaco representative will gladly tell you in detail about cost-saving Texaco Railroad Lubricants and unique Texaco Systematic Engineering Service. Just call the nearest Railway Sales Office listed, or write The Texas Company, *Railway Sales Division*, 135 East 42nd Street, New York 17, N. Y.



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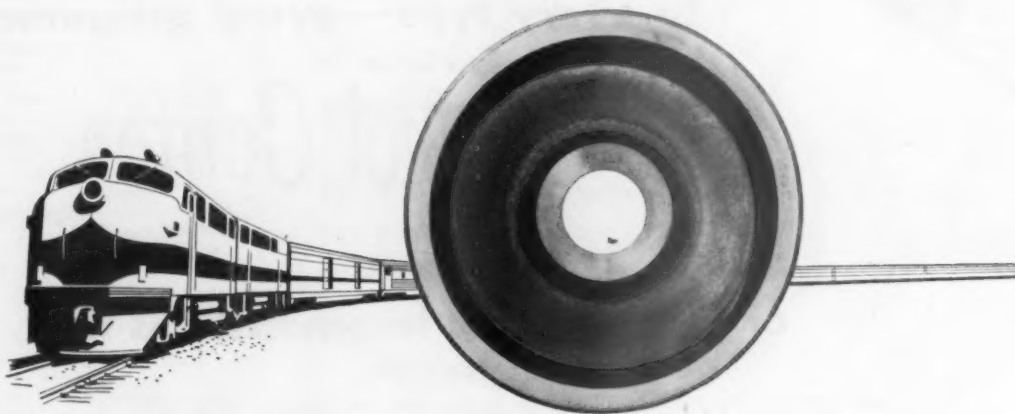
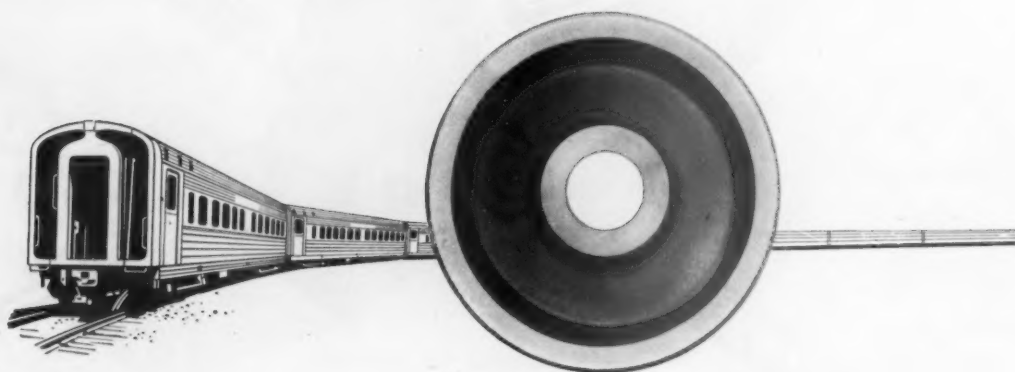
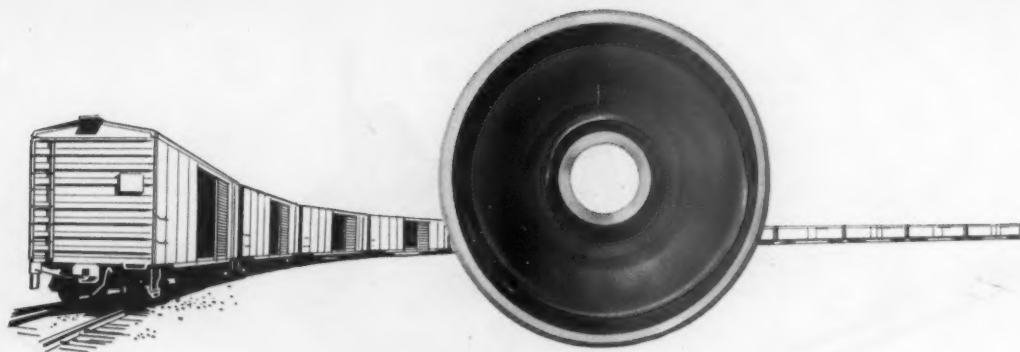


TEXACO Dieseltex HD

FOR ALL RAILROAD DIESELS

TUNE IN . . . TEXACO presents MILTON BERLE on television every Tuesday night. METROPOLITAN OPERA radio broadcasts every Saturday afternoon.

Published weekly by Simmons-Boardman Publishing Corporation, Orange, Conn. Executive Offices, 30 Church Street, New York 7, N. Y. Entered as second class matter at Orange, Conn., under the act of March 3, 1879. Subscription price \$6.00 for one year. U. S. and Canada. Single copies, 50 cents each. Vol. 130, No. 5.



Bethlehem has one primary aim in the making of wrought-steel railway wheels: to make the finest wheels that human ingenuity and modern science can develop. This means that we can never let up on the job, but must constantly seek to raise the level of quality so that tomorrow's wheel will be better than today's best.

As a result, when you purchase Bethlehem one-wear freight wheels or the heat-treated multiple-wear types for passenger and locomotive service, you are purchasing wheels that are built for the long haul . . . built to give you a dollar's worth for every dollar you spend.

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COMPANIONS TO BETHLEHEM FORGED-STEEL AXLES

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D I E S E L





In every type—every assignment—
the **Control Center**
of modern road locomotives is the **24-RL**

Passenger or freight, diesel, steam or electric—no matter what type of modern motive power you are buying or building, Westinghouse 24-RL brake equipment will provide any and all the braking functions required.

The 24-RL is a composite brake equipment, so designed that supplementary control functions can be incorporated at any time by inserting supplementary parts. Train control, safety control, overspeed features, and electro-pneumatic brake control for passenger service can be added in various combinations with no alteration in the basic piping. Because of this flexibility, this equipment is particularly well suited to modern "assembly line" production of locomotives.

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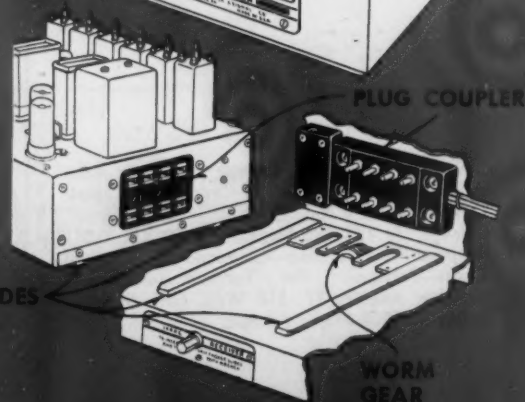
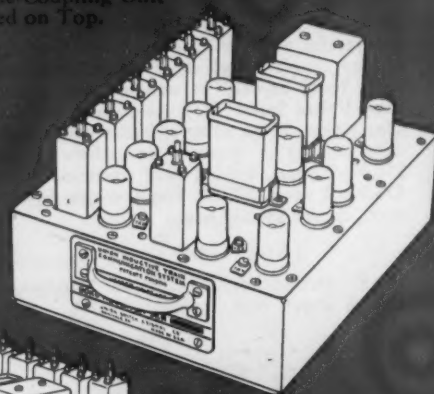


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Wayside Equipment Box
with Cover Removed
and Line-Coupling Unit
Mounted on Top.



All Units Are Plug Coupled

WEEK AT A GLANCE

ANOTHER EPIDEMIC: As this issue of *Railway Age* goes to press, numbers of operating employees on approximately 27 railroads, in at least 12 major cities, were indulging in another epidemic of "sickness"—in other words, another so-called "wildcat" strike. As a result, widespread embargoes on many types of rail freight and express were being placed over large sections of the country, while non-striking employees of other industries dependent upon railroad service were being laid off by the thousands. The obvious purpose of the "epidemic" was to enforce demands for even greater wage and hour concessions than were recommended by a Presidential emergency board, or the still more favorable terms accepted by the railroads in the brotherhood-repudiated agreement of last December 21. Comment on such action, coming when it does, is both unnecessary and superfluous. The public at large will draw its own conclusions concerning the actions of men who would so inconvenience the public and so hamper the nation's preparedness program in an effort to extort from any industry terms more favorable than those already agreed to by their supposed, but seemingly discredited, leaders.

"LUBE" ORR: One of the country's outstanding industrial traffic managers—L. F. Orr, of the Pet Milk Company—died last week at his St. Louis, Mo., home. His contributions to the art and science of traffic management—and, indirectly, of railroading—are the subject of one of this issue's editorials.

IN THE NEWS: N.C. & St. L. moves toward 100 per cent dieselization with order for 21 new units.—Strike of clerks, telegraphers and signalmen halts all trains on C. A. & E.—B. of L. F. & E. asks extension of locomotive inspection rules to cover multiple unit cars.—I. C. C. approves B. & M. stock adjustment plan.—Ohio legislature receives bills to give public utility status to Riverlake Conveyor Belt Lines.—Sir Eustace Missenden resigns as head of British Railway Executive.—D. & R. G. W. discontinues through narrow gage passenger service between Alamosa, Colo., and Durango.—Long Island negotiates \$6 million bank loan to finance installation of new safety devices.—P. R. R. appropriates money to complete \$27 million Pittsburgh terminal improvement program.—Faricy tells Northwest Shippers Board "resilience under shock" will enable railroads to provide continued transportation, even in event of enemy attack.—Santa Fe proposes 2-for-1 split of both preferred and common stocks.—N. Y. C. extends coordinated rail-truck service.—Railroads try out military furlough fares.—C. & O. inquires for 4,900 freight cars.—Over 12,000 freight cars, 75 diesels and five passenger cars ordered in first month of 1951.—N. P. orders 27 diesel units; N. & W. orders 3,500 freight cars and six 2-8-8-2 steam locomotives.

CAIRO BRIDGE: One of the major railroad engineering jobs currently under way is the replacing by the Illinois Central of nine spans of its big Ohio river bridge at Cairo,

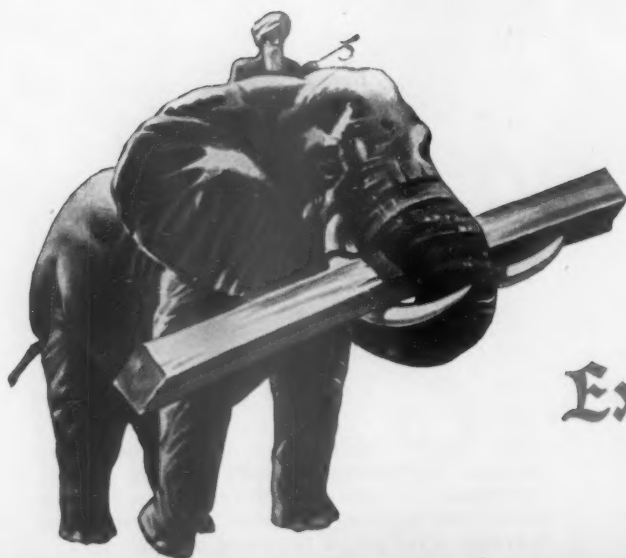
Ill.—A project which requires not only careful engineering planning, but careful operating planning as well, to avoid interruption of traffic while the new spans are actually being moved into position. The work is described and fully illustrated in the article beginning on page 44.

RENAISSANCE: In all the railroad industry there has probably been no more remarkable "comeback"—certainly not in postwar years—than that of the Toledo, Peoria & Western under the leadership of President J. Russel Coulter. How "The Prairie Marksman" has achieved this renaissance, and what it is doing to keep up its good work, is told in detail in the illustrated feature article which starts on page 34.

UNWANTED BUSINESS: A group of middle Atlantic states truck operators, according to one of our Washington news items, have asked that they, too, be allowed to put into effect whatever increase in freight rates is granted to the railroads under the latter's pending petition to the I.C.C. Such a request, by itself, isn't particularly novel—but the grounds for it are. The truckers say, in effect, that they need higher rates to keep from getting the additional business which would come to them if railroad rates alone go up—that they can't handle such business and don't want it! We just wonder if stricter enforcement of weight laws in such states as Maryland could possibly have anything to do with their somewhat surprising attitude.

ORE BY RAIL: Because the steadily expanding production of steel has resulted in increased need for iron ore, the railroads connecting the Mesabi mining range with steel producing centers in the Chicago, Youngstown and Pittsburgh areas are reaping an unexpected harvest of all-rail ore traffic. It isn't quite all gravy, because it involves at least two special problems particularly during the present winter months. What these problems are and how they are being met is told on pages 40 and 41.

"THIS IS RIDICULOUS": "The amount of taxpayers' money the government has been spending on transportation for many years past is ridiculous. Moreover, I believe our conflicting transportation policy is ridiculous, and that it is more than ridiculous that we are doing nothing about." So George H. Shafer, general traffic manager of the Weyerhaeuser Sales Company, told the recent Oklahoma City transportation conference sponsored by the United States Chamber of Commerce. Mr. Shafer, whose address is abstracted on page 48, strongly recommended "imposition of user charges or tolls . . . to place every transportation agency on a self-sustaining basis . . . and assist in carrying out the congressional mandate to preserve the inherent advantages of each." The conference itself is reported in the news pages.



IT COSTS \$5.50 A DAY TO FEED
AN ELEPHANT... ONLY
34 CENTS TO "FEED" AN
Exide-Ironclad BATTERY



Thirty-four cents a day pays the full power cost of an Exide-Ironclad battery-powered industrial truck. Lifting, hauling and tiering all day long, it handles more tonnage than a herd of husky tuskers could move in equal time.

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UNIFORM SPEED straight through to end of shift.
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1888... DEPENDABLE BATTERIES FOR 63 YEARS... 1951



HOW TO GET OUT OF A HOT SPOT FAST!

When lading is damaged, originating railroad and delivering railroad are both in hot water — in trouble with shipper and consignee. That is the predicament of many railroads much of the time.

Fortunately the plight of these railroads is not epidemic and need not be chronic. Any railroad can correct the situation, promptly, rebuilding shipper goodwill and insuring goodwill for the future.

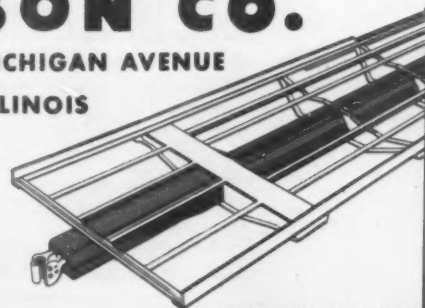
The answer is improved lading protection . . . that 40% extra protection afforded by Duryea

Cushion Underframe with Duryea "Shock-Force Control." Duryea Cushion Underframe protects cars and lading against the great majority of excessive coupling impacts.

Write for complete engineering details of Duryea impact shock absorption. Specify this proven shock-proofing device on your next car order. The way today is to specify Duryea.

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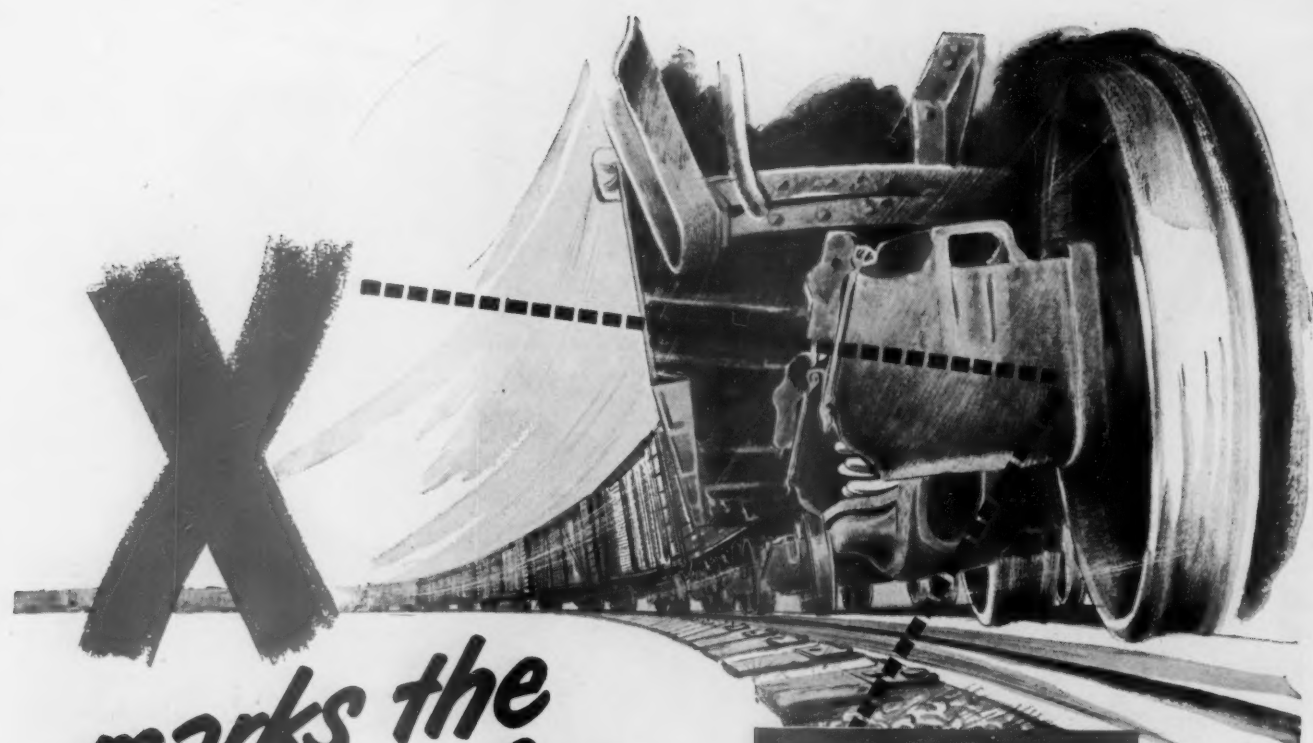
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WHILE THE CAR
STANDS STILL

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40%

extra
lading
protection
thru
"shock-force
control"



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source of a
smoother ride

Flexible Control of lateral shocks—another reason why railroads standardize on SOLID JOURNAL BEARINGS

A smooth ride requires control of *lateral* shocks and vibration, as well as *vertical*. That's why nothing equals the smooth ride of the standard truck equipped with A.A.R. Solid Journal Bearings. The Solid Bearing has "built-in flexibility" in the form of lateral clearance . . . normal lateral shocks and vibration are cushioned instead of being rigidly opposed, being contained in the wheel and axle instead of transmitted through the car to the lading. This flexibility is accomplished *without expensive, complicated designs that hamper free interchange of cars.*

The efficient, simple design of the Solid Journal Bearing has made unmatched records of dependable service—and low cost service. As a result, they're standard equipment on America's Freight Cars.



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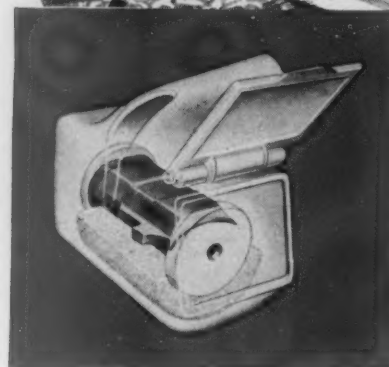
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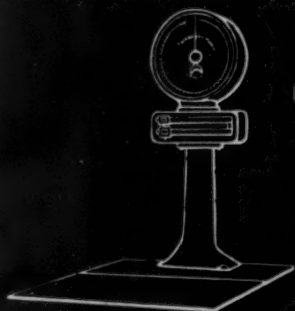
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Oil or water lubricated models



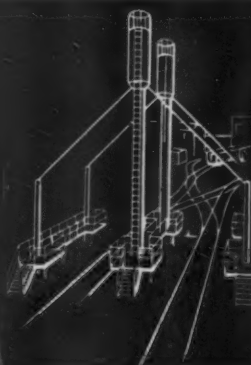
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Dial scales for warehouse weighing



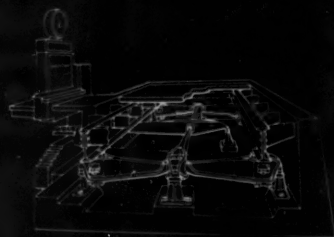
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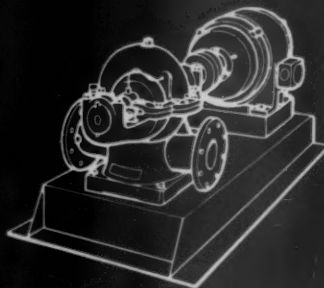
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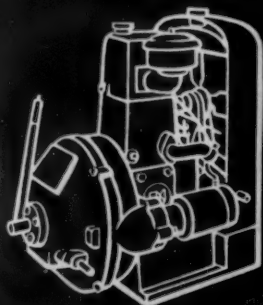
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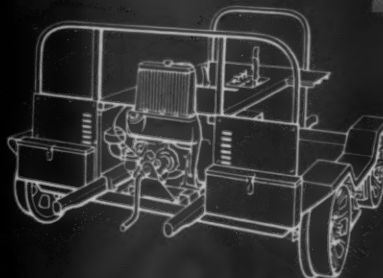


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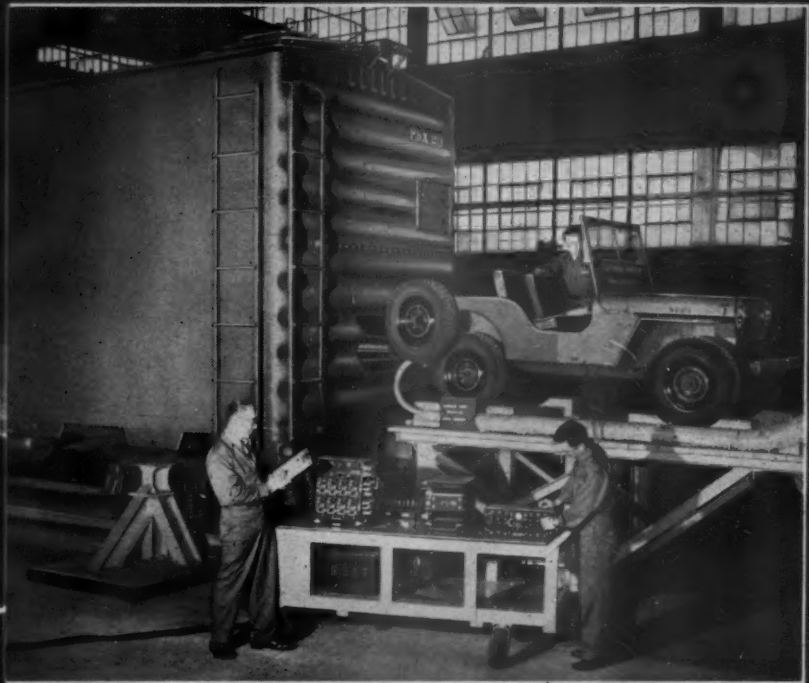
Here's how our unusual *fatigue test* shakes the daylights out of stationary freight cars . . . at a simulated speed of approximately 50 mph.

This test crams YEARS OF WEAR AND TEAR into a few strenuous days.

And here's how it's done. The jeep shown

in the photograph drives an *oscillating* device, mounted on the underframe inside the car. Two eccentric flywheels build up a vibration so severe that the whole car bounces up and down . . . and the lading leaves the floor!

Meanwhile, *electric strain gauges* record intensity of vibration at many points, from



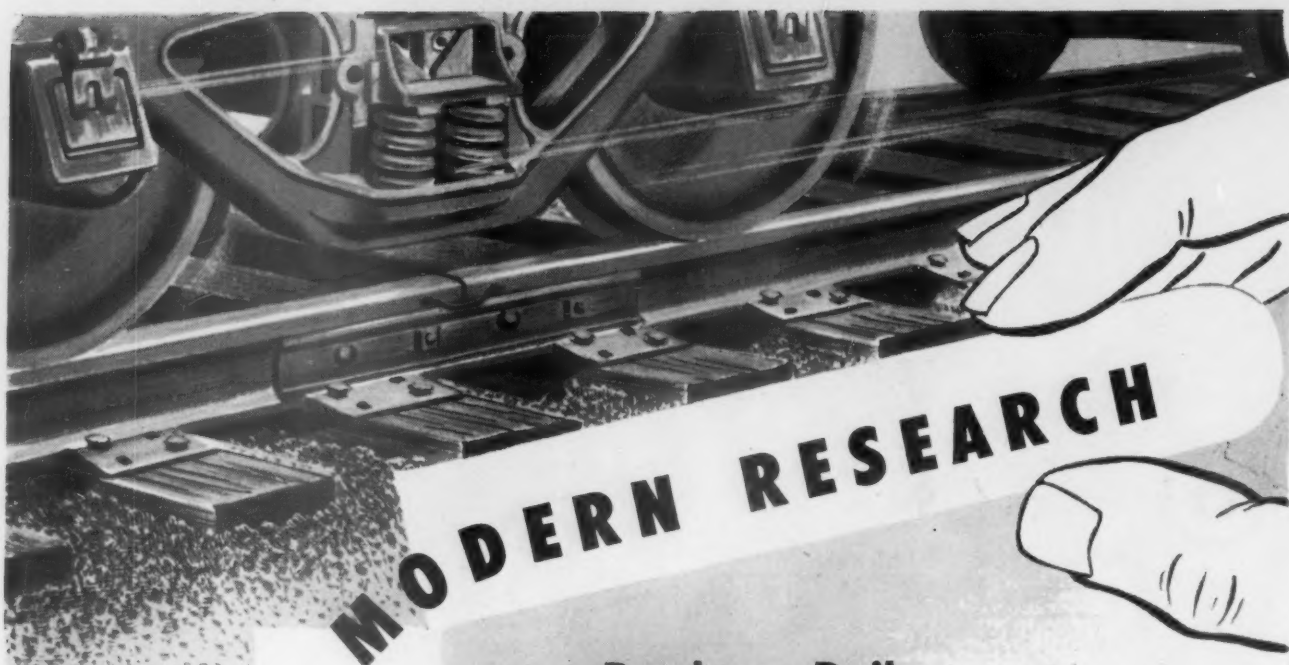
roof to underframe. Visual observation, inside and out, detects other effects. And Pullman-Standard research engineers gather work-files of valuable data.

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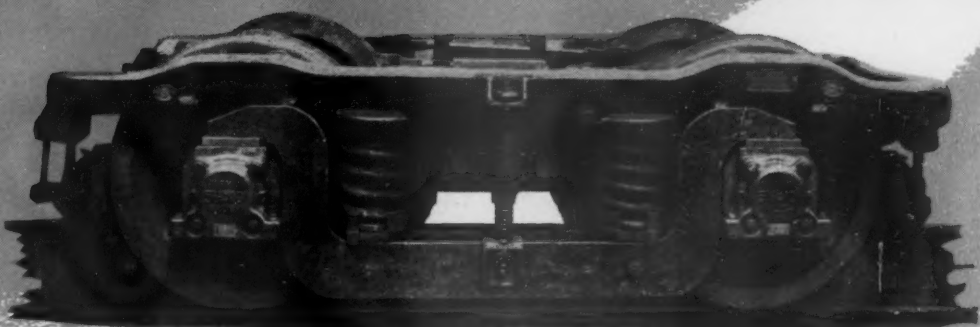
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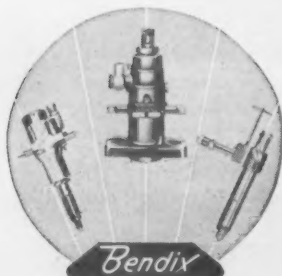
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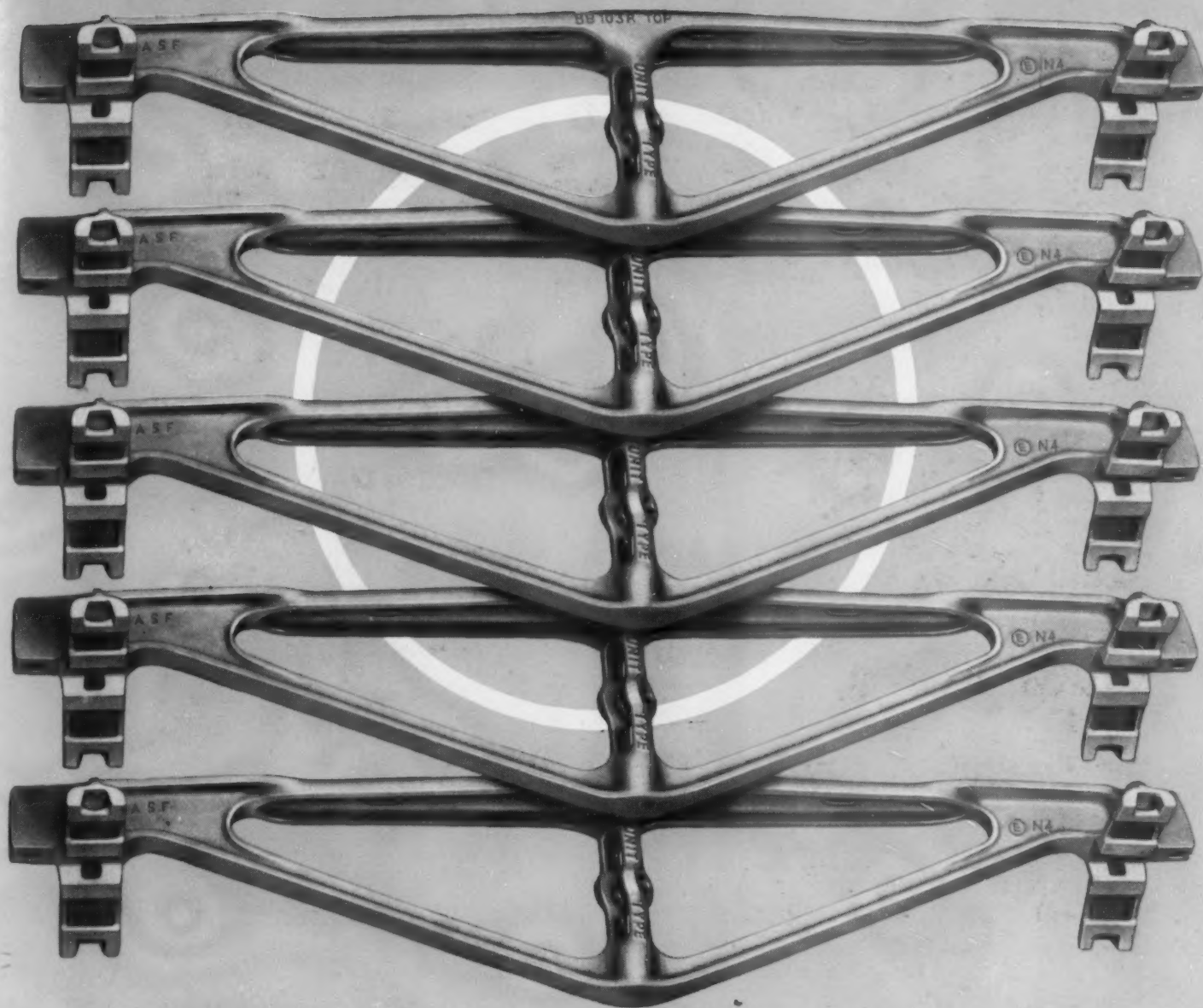
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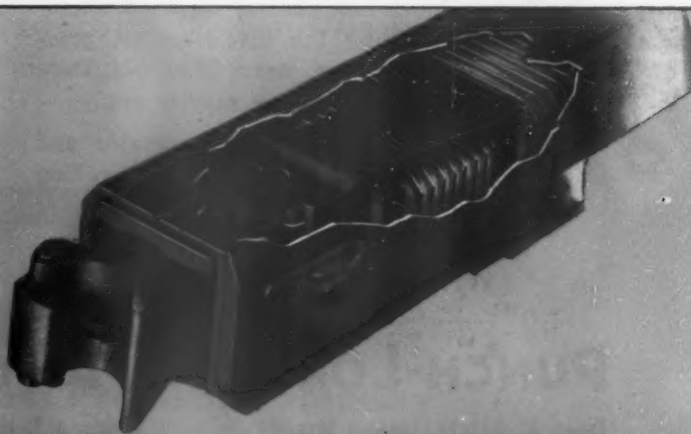
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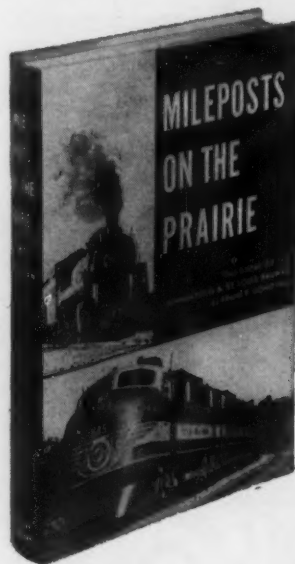
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By Frank P. Donovan, Jr.



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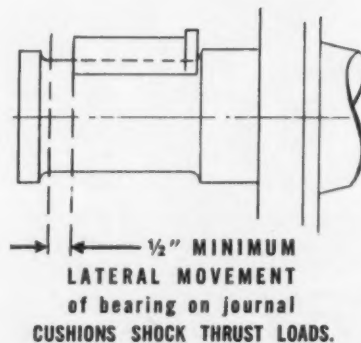
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Here's a new type box car specially designed to give our railroads a bigger *net* return. It's "Damage Free" . . . no effort or expense spared by General American Evans to keep the lading safe . . . built to keep on the road, too, with high monthly mileage and quick, easy maintenance as essential requirements.

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MAXIMUM DEPENDABILITY: In high speed service, a record of 42,000,000 car miles without a "heating."

LOWEST ACCELERATING AND RUNNING RESISTANCE: Glides on a single film of oil, like a skater on ice.

EASE OF MAINTENANCE: Can be fully inspected or replaced on the line in about 10 minutes. No shopping required.

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LIGHT WEIGHT: Saves many tons of excess dead weight on every moving train.

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WANTED—A CHORUS FOR KNUDSON

If the railroads are to get the materials and manpower they will certainly need—whether for a full-scale war or the armed wariness of the garrison state—they and their customers will have to raise a steady chorus of voices in the necessary places. At first glance it might appear that the railroads are getting about as good a break in Washington as can be expected. Defense Transport Administrator J. K. Knudson takes a commonsense approach to his job. Thus far he appears to have escaped the itch for power and feeling of omniscience which not infrequently afflict large-scale economic planners. His voice as claimant for the transportation agencies under his control has lacked nothing in force or realism. "A railroad car or locomotive, or ship, or truck or barge could be said to be as important in the scheme of things as a tank or a gun or a plane. Without transportation there would be no tanks or guns or planes."

It is not likely that orders for materials for freight cars will be allowed to languish among a welter of indistinguishable civilian claims—as was true during the early years of World War II—when there exists an official spokesman who says publicly: "I must insist that a freight car program, if not an outright military necessity, is the next door to one and should be accorded consequent priority over less essential civilian production."

Civilian Planes More Vital?

Allocation of materials for freight cars was the first issuance by the National Production Authority in its so-called defense support program. But there is a higher priority—the "DO," or defense order—which takes precedence over any orders under allocations. To date there is but one form of civilian transport covered by the superior "DO" rating—namely, passenger-carrying airplanes. While the rating is limited to the 194 planes which were on order as of November 1, 1950, it could,

of course, be extended by giving the Civil Aeronautics Authority a renewal for additional orders. For this extraordinary preference the explanation given by the government agencies concerned is that the planes lend themselves to military use and can be taken over by the Army for transport duty—at a price, of course, agreed to by the air lines. It would be interesting to poll industrial traffic managers and officers of the armed forces responsible for the movement of men and material on the relative importance of freight cars and passenger-carrying aircraft!

The "DO" for aircraft also covers orders for parts and equipment for maintenance of civilian passenger-carrying planes. Furthermore, the C.A.A. has been authorized by the N.P.A. to issue "DO" ratings on equipment necessary for the establishment of the Federal Airways System. Hence the *passenger* carrier with the smallest capacity in relation to manpower employed and the least margin of expansion gets the top possible priority—along with atom bombs—for its new equipment, for repair parts and for expansion and maintenance of its way and signal system.

In contrast, the railroad — mass producer of both freight and passenger transportation, with capacity for the most expansion with the least expenditure of additional material and manpower — gets a lower priority industry allocation for materials *for freight cars only*. The building and repair of equally essential locomotives, passenger cars and maintenance-of-way machinery are as yet without benefit of any allocations whatever. For these the railroads and suppliers must, at present writing, worry along with the manufacturers of toys, curling irons and lamps.

Meanwhile the railroads have in readiness requests for allocations on maintenance of way materials, locomotive and tender materials and passenger car repair and rebuilding items for submission as soon as the N.P.A. is willing to recognize their essentiality. Their

needs in these categories have been on file with Commissioner Knudson since November 6.

At the moment the chief headache in the building and repair of freight cars is maldistribution of materials and parts. One shop may get ends, but no sides. Another may have plenty of frames but no axles. A number of railroads lack sheets, but have all the other components necessary. Item shortages like this are worse, in a sense, than not getting materials at all, for they keep idle the men and materials which *are* at hand. One road with a tremendous rebuilding program is hard pressed to keep its skilled mechanics busy while waiting for certain essential parts from outside manufacturers who say they lack even the relatively small amount of materials they require. Another railroad is exhausting human ingenuity in using all sorts of odd materials found around the property to get cars off the bad order tracks, but wonders how long it can continue to get along with "old nails, hairpins and stuff that ought to be shipped out in assorted scrap."

No one is at fault. The steel companies and the subcontractors must deal with the same unbalances in converting and expanding their own facilities. It is to be hoped that this dislocation in timing will be rectified by the latest supplement to the N.P.A.'s allocation order, dated January 17, "designed to keep the flow of orders in line with production schedules in the car shops."

What of Manpower?

The railroads are feeling the pinch of manpower, too. One big road says it lacks 200 skilled mechanics, in the absence of which a much greater number of men must twiddle their thumbs. The Railroad Retirement Board says that, as long ago as December 15, its offices had on file some 2,100 orders for shopmen and maintainers. But the shortage exists not alone in the mechanical and signal departments. Men are leaving operating jobs. In many a freight yard, the third, or last, trick is becoming, literally, a "graveyard" shift, as the younger men, at the bottom of the roster, take off for the armed services or for "defense jobs." The attraction of these jobs lies, not alone in the pay differential which industries working on cost-plus can offer—no matter how high railroad wages are—but in the memory that the draft exemption status of essential railroaders in World War II was uncertain and inferior to that of the so-called "war industries." Somebody must see to it that the railroads receive high priority protection against raids by the draft boards and "defense industries" of essential employees—at least as high as is accorded workers in arsenals, shipyards and military aircraft plants.

That old chestnut, "The wheel that squeals the loudest gets the most grease," is eminently sound advice in a time of confusion like this. Nobody denies that the railroads have a good case for high priority protection. Yet, after watching Washington operate in previous crises, this paper ventures to predict that the carriers will find themselves toward the rear of the line unless they, and every interest with a stake in their ability to carry the load, din into every ear in official Washington, at every

opportunity, the old refrain, "Nothing can be made or used which cannot be carried." Commissioner Knudson is doing well as claimant for such agencies of transportation as he has been permitted to represent. He has, nevertheless, but one voice amidst the caterwauling on the Potomac. He needs a supporting chorus.

LABOR CHAOS

With the outbreak this week of further "unauthorized" strikes by yardmen, it must be apparent—even to the union leaders and the Washington politicians—that the Railway Labor Act is as dead as a dinosaur. No code of sanitation, however lenient, can countenance indefinitely the failure to inter an organism which is so obviously a corpse.

The "emergency board" procedure — which the act specifies as the court of last resort for securing both justice to the contending parties and the maintenance of industrial peace — has been extinct as an effective force since the late Mr. Roosevelt killed it more than nine years ago. The effectiveness of White House intervention and military seizure of the railroads was challenged with impunity by the strikes in mid-December, 1950. The return of the union executives to Washington after the holidays, carrying with them the rejection by their general chairmen of the settlement signed by these union leaders on December 23, completes the evidence of the unrelieved anarchy which now prevails—not only in the relations of the unions toward their employers and the government, but within the union organizations themselves.

The C.I.O. has announced its intention of "moving in" on the railroads. Unless loyal members of the unions which are now recognized can get together to correct the confusion from which they are suffering, probably the C.I.O. invasion will meet with some success. One more union in a situation which is already plagued to death by inter-union rivalry could serve only to make bad conditions worse.

Wouldn't everybody in and around the railroads be better off if the railroad union leaders would get together with the managements in an effort to draft a new railway labor act, which both parties could join in recommending to Congress? The union leaders know as well as the managements do the parts of the existing act which have caused all the trouble. The initiative belongs to Congress, but the failure of the legislators to discharge their obligation does not remove the responsibility of action from others who are in a position to remedy a situation which constitutes a threat to the nation's safety.

It is, to be sure, probably true that the union leaders have a serious "rank-and-file" problem — which, however, would probably not exist if the union leaders would establish for the union press a policy of telling union members the truth, the whole truth and nothing but the truth about railroad earnings and the railroads' pre-

carious competitive position. It is impossible to believe that railroad employees would be as unreasonable as they have been in their wage increase demands if they were informed by their own press that the railroads' long-term earnings position is as serious as it is, and if they understood how onerous railroad wage levels and working rules are playing right into the hands of the trucks.

A nation which cannot prevent the shutting down of its productive processes — at the whim of a few hundred or a few thousand unfortunates, too poorly informed to realize the seriousness of their refusal to cooperate — is a poor risk for survival in the dangerous world of today. It is the duty of leaders to lead—whether they be leaders of unions, of industries, or of legislative bodies.

L. F. ORR

In the sudden death on January 29 of Lube F. Orr, for many years head of the traffic department of the Pet Milk Company at St. Louis, the transportation business has lost one of its ablest and most devoted senior statesmen. This paper feels the loss with particular keenness, because Lube Orr has long been, unofficially, one of our most dependable counselors and constructive critics.

He failed to see eye to eye with us on many questions. He was, for example, associated with the National Highway Users Conference — an organization whose policies and practices have seldom evoked our unqualified enthusiasm. Nevertheless, we respected Lube Orr's opinions even when we could not agree with them, because we knew he held them honestly and had reached them by his own sincere efforts.

In the main, his influence was exerted in the wholesome direction of revising the rate structure — the heritage of an era of railroad near-monopoly of long-haul traffic — to meet modern conditions of general competition. For many years the hard-working chairman of the National Industrial Traffic League's motor truck committee, Mr. Orr was by no means an uncritical advocate of truck transportation. On the contrary, he was strongly inclined toward a rate and regulatory program which would encourage each form of transportation to attract and retain the traffic wherein its relative economy exceeds that of its rivals. In 1939 he supplied from his rich background of knowledge of specific situations the information which enabled this paper to publish an extended series of editorial discussions of rate problems under the general heading "What Will the Traffic Bear?"

Lube Orr took good care of the interests of the traffic which was his special charge, as every able and conscientious traffic man must do. But he went beyond his immediate job to advocate indefatigably in and out of season those rate, regulatory and services practices which he believed would best serve the economy of the country and prevent socialization of the transportation industry. America could use more such sterling fighters for sound

principles. We do not know anywhere else where so many citizens of this superior stripe will be found as in the industrial traffic profession. Our departed friend marched in the front ranks of this noble company.

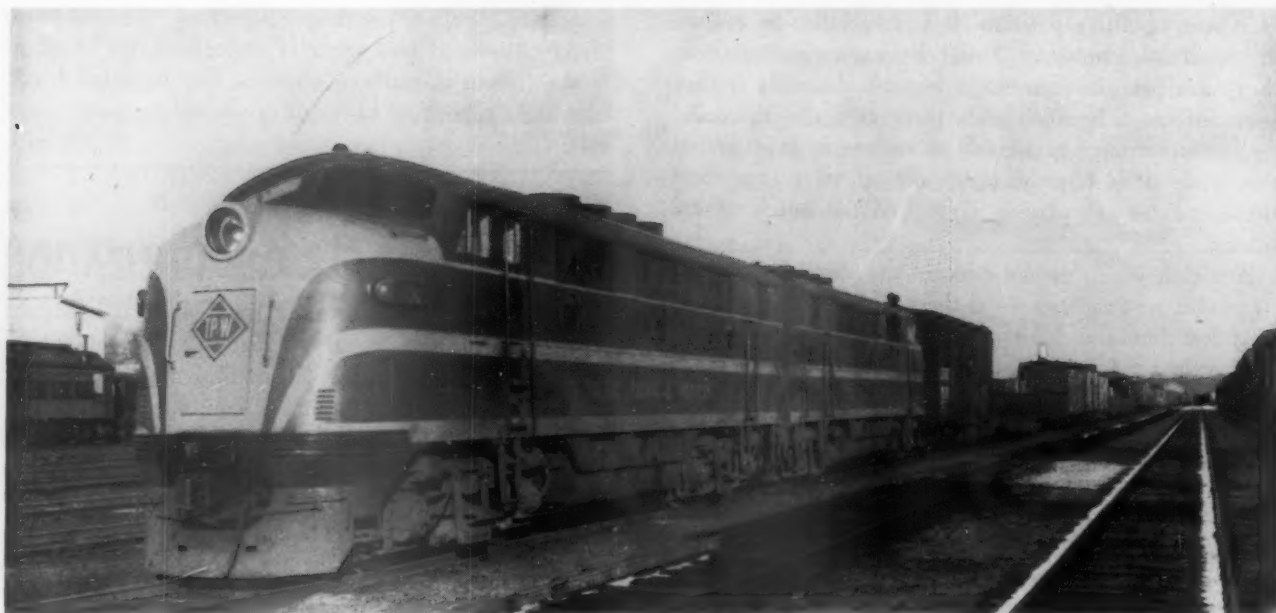
PASSENGER CAR UTILIZATION

In an article on page 33 of the January 29 *Railway Age*, reviewing the January "Monthly Comment" of the Bureau of Transportation Economics and Statistics of the Interstate Commerce Commission, attention is called to the extent to which the utilization of seating capacity of passenger coaches and of sleeping and parlor cars has changed since 1940. From 18.1 passengers per coach in 1940 occupancy rose to 41 in 1944 and dropped back to 22.5 in the first nine months of 1950, while sleeping and parlor-car occupancy advanced from 9.1 passengers per car to 23.3 in 1944, and then declined to 11 in 1949.

Since the last half of the 1930's, equipment developments have tended to encourage coach travel at the expense of sleeping-car and parlor-car travel. It is of interest, therefore, to see whether the actual effects of these influences are reflected in the relative car-mileage of the two classes of passenger-carrying equipment. In 1935, 52 per cent of the mileage of passenger-carrying cars (not including dining cars) was made by coaches and 48 per cent by parlor and sleeping cars. In 1940, the mileage of coaches had dropped to 50.7 per cent and that of sleeping cars had risen to 49.3 per cent of the combined total of passenger-carrying car-miles. During this period average passenger-miles per month were just short of two billion, while in 1935 they ran at about 1½ billion. Passenger train-miles were almost identical for the two periods, but passenger-carrying car-miles for the earlier period were nearly 4 per cent higher than in the later period.

In 1944, the year of peak utilization of passenger-car carrying capacity, passenger-coach mileage ran slightly over 58 per cent of the combined total of passenger-carrying car-miles. Undoubtedly, the predominant influence in this change was the war. It is of interest to note, however, that during the first nine months of 1950 passenger-coach mileage was 53 per cent of the combined passenger-carrying car-miles. This would seem to indicate a definite, if small, increase in the use of coaches as the result of other than war influences.

The monthly average passenger-miles for the nine months of 1950 are 2.6 billion. These were handled with 10 per cent less train-miles than were used to handle the monthly average of about two billion in 1940. This reflects reductions in passenger-train service, which have been relatively heavy on some railroads, without a corresponding reduction in car movements. Total passenger-carrying car-miles averaged 10 per cent higher during 1950 than during 1940. As mobilization progresses passenger-train car-miles, passenger miles, and passengers per car will increase. Ultimately train-miles will follow.



No. 100, "hot shot" westbound freight on the T.P. & W., pulls into East Peoria yard, after its 108-mile run from Effner. The road is completely dieselized

The Railroad with a Bonus Feature

Revitalized T.P. & W. is a "time cushion" linking East and West

It's largely a matter of attitude," replied President J. Russel Coulter, when asked why the 239-mile Toledo, Peoria & Western is now hauling more cars of freight a day than at any time in its history. From 80 to 90 per cent of the road's traffic, in terms of carloads, is "overhead" (neither originating nor terminating on its line); hence the road has had to fight hard for its gains. The only way to win business of this independent character is to "produce"—consistently.

Indisputable proof that the T.P. & W. specializes in service is found in the fact that its traffic in perishable products has grown at a faster rate during the past three years than any other class of business, and is now running 8,000 cars a year ahead of its quota in the "normal days" before World War II, despite a substantial diversion of these commodities to truck haulage over the country as a whole. Shippers of these commodities are more acutely conscious of time and of reliability, perhaps, than the average shipper; hence they are the advance guard of the fraternity, whose increasing patronage of a route is, according to Mr. Coulter, "the best advertising a road can obtain."

"The Prairie Marksman"

The road's official nickname—"Prairie Marksman"—is about the best and shortest description of its physical characteristics. It extends across the prairie land of Illinois, straight as an arrow from the bow of a plains Indian, to link eastern and western connections. As shown

on the map, the road crosses the belly of Illinois from border to border and lies wholly within the state, except for its Mississippi river crossing. Between Peoria and Hollis, about 7 miles, its trains operate over the Chicago, Burlington & Quincy and the Peoria Terminal Company. Although a single superintendent and operating staff are in charge of the whole road, it is divided for purposes of train operation into two divisions:

Eastern—Effner to East Peoria—108 miles.

Western—East Peoria to Keokuk and Lomax—131.2 miles.

The Eastern division interchanges with 14 individual railroad lines, and the Western, 22. The road as a whole interchanges carload freight with 19 separate companies. The most important interchange points, in order of number of carloads received and delivered, are Peoria, Effner, Lomax and Keokuk. A substantial portion of the total traffic moves through between Effner and Lomax.

The T.P. & W., by linking important eastern and western roads (and, in addition, some north-south routes), furnishes a route by which to by-pass Chicago and St. Louis. This strategic location is the foundation upon which the road's management has built its success. Nevertheless, the T.P. & W. is fully aware that the shipper's interest in transportation performance extends through from origin to destination. Although service by the T.P. & W. across Illinois may be good, if the freight suffers paralysis on some other road in the chain, the shipper cannot be justified in using the route. Hence the T.P. & W.'s management tries to sell the whole



The railroad itself makes ice for perishable traffic at this new modern facility at East Peoria, at the approximate mid-point of its main line. The icehouse can make 70 tons a day and store 1,100 tons

route—not just the connecting link. As it averred in a two-page advertisement in *Railway Age* for November 4, 1950, "We like our connections"; it publicizes them at every opportunity.

Basic, system-wide fast freight schedules of the T.P. & W.'s most important connections are based upon conditions which extend far beyond the Peoria route; in large measure they are influenced by the necessities of the Chicago and St. Louis gateways. Freight routed by the T.P. & W. is channeled from and to established time-patterns at either end.

The road makes no claim that it is able to "cut a day or so" off a long-haul move. What it does promise to do is to furnish a route which is so direct and uncongested that freight can be handled over it in far less time than is allowed between scheduled delivery times at one end of the linking route and scheduled pick-up times by connections at the other. This margin is the T.P. & W.'s "time cushion"—or "bonus feature," as Mr. Coulter calls it—by which it claims to be able consistently to get cars to junctions in time for scheduled connections—by "making up" delays which may have occurred somewhere along the entire route from origin and avoiding the missed connections which are not uncommon in large terminals.

"No" Car-Days

It is an operating policy of the T.P. & W. to get overhead cars over and off its line within 24 hours. The greater portion of cars handled—even over the 226 miles between Effner and Keokuk, or the 206 miles between Effner and Lomax—consume "no car-days" on the line. This is why the road was able to boast, in June 1950, of an average of 151.8 freight car-miles per car-day, the highest of any Class I road in the country, and comparing with a national average of 49.9 miles.

Top running speed on the T.P. & W. is 49 m.p.h. Every train does its own switching at the many junction points en route at which freight is interchanged, except at Peoria. Yet the road's freight trains in 1949 averaged



Bad order cars don't get "lost" on the T.P. & W. This station wagon is equipped to change out brasses and make other light repairs to freight cars out on the road. From its headquarters at East Peoria, it can reach almost any point on the railroad in two hours, over highways which parallel the right of way



For heavier car jobs out on the road—like changing wheels and couplers—this three-ton car department truck constitutes "a mobile rip track"

20.1 train-miles per train-hour, compared with a national average of 16.9. This would indicate that a consistently good speed is maintained between stops, and that road delays are fewer than normal.

But train speed is not the basic reason for the T.P. & W.'s performance in getting individual cars over the road and to their scheduled connections. A railroad may run the wheels off *trains* but its service to the shipper is inadequate if his shipment is held up in a car gone bad order; or lost in a yard waiting for tonnage; or fails to make connection at an interchange with a scheduled manifest. In the T.P. & W.'s book, railroad customers aren't interested in *trains*, but in *cars*. The road takes the same attitude.

For example, take the manner in which it cares for hot boxes. "Running hot" is a prolific source of potential and actual delays for shipments and a basic reason why shipments get "lost." Cars run hot on the T.P. & W., too, despite care in joint inspection at its interchange points. When they do, though, the road throws into play a modern technique for care and feeding of hot boxes which, together with the "time cushion" mentioned before, virtually guarantees that the shipment will make its established connection.

That technique takes the form of a "mobile rip track" which, at the first call of trouble, can tear off across the paved highways which parallel the railroad for most of its length. Equipped with tools sufficient to change brasses or clean up dragging equipment—including a journal jack—is a 1950 station wagon which can get to almost any point on the railroad in a couple of hours. In the event a bigger job must be done out on the road—like changing out wheels or replacing a coupler—there is provided a 1949 model three-ton truck, completely equipped for virtually every kind of running car repair. Headquarters for these vehicles are at the shops at East Peoria, in the approximate middle of the line, and they are always ready to go. They not only give prompt attention to cars set out on side tracks but may even be used to repair cars kept intact in a train, where the schedules of other cars would not be jeopardized by holding the entire train for the repair.

The T.P. & W. employs three special agents. Not only

do they watch for pilferage of valuable commodities like cigarettes and liquors, they are extremely active in detecting hot boxes and other car faults. The chief agent, for example, drives his company automobile about 6,000 miles a month along the line of the railroad, inspecting trains as they pass at successive highway grade crossings and performing all kinds of odd jobs which favorably affect the quick movement of traffic over the railroad. A month ago, for example, a brakeman was hurt out on a run. When the information was received at East Peoria, the special agent picked up a relief brakeman immediately and drove him the 66 miles to the freight train (where the relief man entered on duty) and in turn rushed the injured man back to Peoria, the nearest hospital site. All three agents average 70,000 auto-miles a year, and they get a new car annually.

Automatic Passing Reports

A feature of T.P. & W. "personalized service" is the furnishing of an automatic passing report on all cars to all shippers and consignees, unless the customers specifically state that information of this kind is not needed by them.

The service takes the form of a separate notification notice for each car, printed on the reverse of an ordinary government postal (see illustration), which shows from what road, at what station, and on what date the car was received in interchange by the T.P. & W., and the road, station and date for delivery. Since virtually every car on the road passes through East Peoria yard, arriving there within a maximum of 12 hours after receipt, and will be delivered within a maximum of another 12 hours, it is sufficiently expeditious to take the information for the cards from consist sheets, made up in ditto ink, from trains received at, and dispatched by, East Peoria.

The cards are sent out the same day. Those to distant points are enveloped and dispatched via air mail. In addition, consist sheets of every freight train on the road are sent by air mail to each of the line's 20 off-line traffic offices and generally received the next day. Thus, each office "knows exactly what was done on the T.P. &



At East Peoria terminal, shacks like this . . . have given way to neat metal structures



Additional tracks are being constructed in East Peoria yard


W. yesterday," and is equipped accordingly to give useful information to shippers and receivers.


One of the longest embargoes ever placed on railroad traffic in history was lifted when, at 12:01 a. m., on April 21, 1947, employees of the T.P.&W. returned to their jobs and prepared to place the line in full-scale operation—free of strike action—for the first time since October 1, 1945. The road's new president, Mr. Coulter, was fresh from a traffic career with the St. Louis-San Francisco, where he had worked up to the top job of chief traffic officer. From lifelong habit, his first concern, of course, was to go out and get traffic. But "whoa"; first he had to have a railroad upon which to move it. The troubled years of strikes, spasmodic operation, and government operation, dating back to 1942, had inevitably brought neglect to the property, however well-intentioned the road's operators. The new president found roadway and equipment in a serious state of under-maintenance, on top of which roadbed and bridges had suffered heavy flood damage during the spring of the year. He found, for example, that telephone communication on his Western division had collapsed entirely, so that commercial service had to be used to get trains running.

The first 12 months—"year of rebirth" the road calls them—brought with them all the painful steps necessary to resumption of service. The roadbed had to be made "operatable." Vital off-line traffic offices had to be reopened as soon as former traffic personnel could be located and put to work, or new men hired and trained. Steam locomotives had to be fitted to run again, pending completion of the dieselization program upon which the new management had resolved to embark. The *esprit* of employees had to be restored. Close schedule working arrangements with the road's many connecting lines had to be negotiated.

On June 12, 1947, ceremonies at East Peoria yards marked resumption of "normal service" on the road. By the end of the year, President Coulter could announce that the T.P. & W. had returned to "profitable operation," with gross revenues approximating those earned in 1942, and that the road planned to spend \$750,000 to liquidate deferred maintenance during the coming year. By May 1948 operations were 50 per cent dieselized. In December 1948 the management held a banquet for its friends, including shippers and newspapermen, with the dual purpose of telling the story of its rehabilitation and introducing the traffic representatives from its 20 off-line offices, who had gathered in Peoria for a conference and study of the road and its traffic potential.

That same month there was established, as an important builder of morale among the entire staff, an employee suggestion system, based on a careful study of plans in

HERE IT IS  (car initial and number)


 USA-47665

FORWARDED FROM *Bagdad*

CONSIGNEE TO *Jerusalem*

RECEIVED FROM *"ABC" RR-2/1/51*

DELIVERED TO *"XYZ" RR-2/1/51*



"TRIED, PROVEN AND WILLING"

AND APPRECIATIVE OF YOUR PATRONAGE

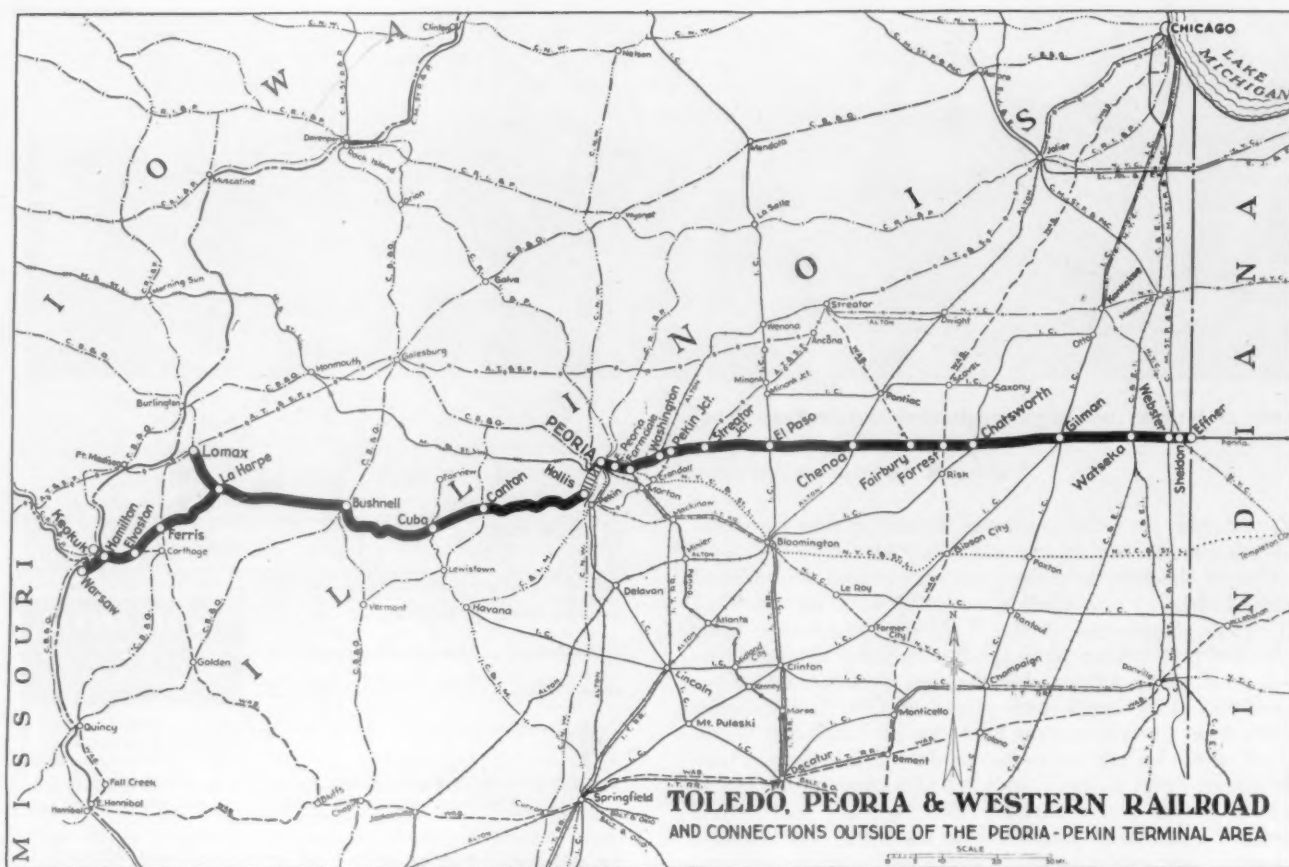
TOLEDO, PEORIA & WESTERN RAILROAD
THE ROAD THAT'S BEST... LINKS EAST AND WEST
MAIN OFFICES: PEORIA, ILLINOIS

An automatic passing record on every car goes forward to both shipper and consignee

effect on other lines. The committee which reviews suggestions is composed of department heads and union representatives. Every submission gets an answer, with reasons. Cash awards are made by personal letter from the president. Important developments resulting from the plan include the repositioning of grab-irons on diesels; speedier collection of interline revenues; placement of diesel horns ahead of the exhaust (for the benefit of autoists at crossings); design and installation of a simple check valve on the pipe from tank cars to locomotive fuel tank at East Peoria to prevent over and back-flow; and alternation of seat heights on the left-hand side of diesel cabs so that the fireman has greater "altitude" than the head brakeman. The real "pay-off" in the plan, however, is the awakening of imagination, service-consciousness and self-expression among all grades of personnel.

"Everything's Up to Date . . ."

The new T.P. & W. likes everything to be up-to-date. In the three-odd years since resumption of service, East Peoria yard and shops, for example, have been completely transformed. The former shanties and box car hulks have been replaced by clean, modern metal structures, in glistening aluminum paint. Neat gravel walks and lawns have been laid out and the entire site cleaned up. New storehouses, diesel shop, rip track and wheel shops have been erected. An ultramodern, air-conditioned, windowless general headquarters office building is under construction at the entrance to the yard, which will, this coming spring, replace present accommodations in the Peoria union station. In modernizing, available dollars have been stretched to the limit by such stratagems



as the use of retired locomotive flues as frames for corrugated steel siding in outbay extensions of the locomotive shop.

Anent his policy of modernization, President Coulter remarks that, in the old days, railroads were too prone to "improve from the top down." When the "front office" got a new typewriter, its old one was moved to a lower echelon, which set in motion a wave of declassing and ultimately put in the hands of a clerk making out passing reports a machine slightly better—but not much—than the wreck he had before. Modernization should have been in just the opposite way, according to the T.P. & W. chief. The report clerk should have gotten the new typewriter, because his mistakes and fatigue could lose far more business for the road than any deficiencies in the front office typewriter.

Since July 1947 the T.P. & W. has expended, in round sums, \$1 million for fixed property improvements—above and beyond normal maintenance—and \$1.5 million for new diesel locomotives. All of the former came out of earnings. Most of the latter was financed through conditional sales contracts—chiefly with local banks along the line. More than \$1 million of the locomotive debt has been paid off.

Priority in modernization, in point of time, was given to roadbed and communications. Motive power, rather than cars, came next, on the theory that the road could contribute most to the car supply by moving cars fast with modern power.

The T.P. & W. has been completely dieselized since February 1950, and all steam power and facilities therefor have been retired and written off. The road's business is handled by a fleet of 13 diesel units (which replace 16 steam locomotives) including 2 Electro-Motive F-3s, 8 Alco-G.E. road-switchers, and 3 Lima-Hamilton switchers.

Exclusive of the three switchers in East Peoria yard, the diesel locomotives are averaging 11,500 miles a month, compared with the U.S. average of 9,500 in freight service, despite the fact that the T.P. & W. is only some 200 miles long and that its road freights perform interchange pick-ups and set-outs at numerous junction points.

The T.P. & W. has strong faith in the value of advertising as a builder of traffic. Its highly original and colorful "copy," directed to shippers and to other railroads, with the common theme "You don't do business with a train," has attracted favorable attention in transportation circles everywhere. In one series each advertisement deals with a separate off-line office of the road, picturing its personnel and publicizing its services. It is perhaps not so well known that each of these outstanding pieces of "copy" was originated by the traffic office concerned and that even some of the sketches and cartoons therein were drawn by men who make a living calling on customers for the T.P. & W. To carry out this personalized aspect of its advertising program, the T.P. & W. mails copies of the ads to a list of customers of the off-line office featured in each, with an embossed card stating that the advertisement "is indicative of our high regard for the place of each individual in the performance of our service." For institutional, good-will advertising in its territory, the road places monthly ads in weekly newspapers, which are designed to encourage acceptance of the company as a neighboring business enterprise, rather than a "big corporation," but with recognition that its traffic is national in character. The slogan for this series is: "The little railroad with a big job."

Careful application of improvement dollars and constant watch over expenses produced, in November, 1950, an operating ratio of 50 per cent and a transportation ratio of 22 per cent.



Left—Glued loads on pallets have helped cut loss and damage of a major Canadian shipper. Right—The handling costs



in the shipper's warehouse have been slashed by his ability to palletize and then move loads to destination on the pallets

Commodity Rates on Return Pallets In Canada . . .

Shipper and carrier satisfied with arrangement which provides for free movement of loaded pallets

Canadian railroads have published tariffs which have made it possible for Canadian shippers to use pallets in shipping to their branch warehouses or customers. To date, only one Canadian shipper is using the palletized method of shipping extensively, and since that manufacturer makes canned goods, rates to date are for canned goods only. The shipper says that these rates not only make it possible for him to make a small saving in his shipping costs but that his freight loss and damage has decreased greatly since he began palletized shipping. The claims departments of Canadian railroads support his statement. In addition, of course, the fact that he may ship palletized commodities has cut the manufacturer's plant handling and carloading costs considerably.

When canned goods are shipped on pallets, Canadian tariffs provide that the carload minimum weight shall be 90,000 lb. (The rates are truck- and water-competitive.) Shipments also are subject to a note reading: "No freight charge will be assessed for the actual weight of the pallets but not in excess of 75 lb. per pallet, provided that in no case will less than the prescribed minimum weight be charged for." According to Canadian railroad men the principal shipper is averaging more than the minimum 90,000 lb. per car. The normal Canadian minimum on canned goods is 30,000 lb., and shippers generally stick close to it.

When pallets are returned from branch warehouses

or customer's place of business they are returned at a commodity rate, subject to a carload minimum of 36,000 lb. These rates vary between 17 cents and \$1.08 per 100 lb., depending on distance. (In the United States there are a few exception ratings to take care of individual cases of pallet shipments; otherwise, pallet return adds considerably to the cost of shipments. For example, one U.S. exception rating provides for empty pallets being shipped between New York and Buffalo at a charge of 54 cents per 100 lb. Buffalo and New York are nearly the same distance apart as Leamington and Montreal, where the rate is 53 cents per 100 lb.)

The principal Canadian user of pallets expresses himself as well satisfied with present arrangements, while the transportation departments of the railroads have expressed their satisfaction at the decrease in loss and damage and in the better car utilization.

Canadian Rates on Returned Pallets

From	(In cents per 100 lb.)		
	Hamilton	To Leamington & Wallaceburg	Fort William & Port Arthur
Halifax, N. S.	..	67	..
Quebec, Que.	..	60	..
Montreal, Que.	42	53	..
Toronto, Ont.	17	35	..
Simcoe, Ont.	18	..	..
Winnipeg, Man.	..	..	42
Calgary, Alta.	..	..	108
Edmonton, Alta.	..	..	108

The steadily expanding production of the United States Steel Corporation's mills in the Chicago, Youngstown and Pittsburgh areas has resulted in an increasing need for a greater flow of iron ore from the mines in the Mesabi range, north of Duluth, Minn. U. S. Steel is helping to satisfy the voracious appetite of its furnaces by means of an emergency "winterized" all-rail ore movement over railroads which do not customarily handle heavy traffic of this kind.

Iron ore normally moves from the Mesabi mines by rail to the ore docks at Duluth, Two Harbors, and Superior, on Lake Superior, where it is loaded into lake ore boats for transportation directly to lakeside producing cities like Chicago and Gary, Ind., or to transshipping points for final movement by rail to Youngstown and Pittsburgh. During the navigation season (roughly April to December) enough ore normally is moved to the mills, and stockpiled there, to last while the boats are icebound.

Steel production has been increasing to the point where it is now greater than the World War II peak rate of 90 million tons of steel ingots a year. At the present time, production is at the annual rate of 105,000,000 tons a year; by the end of 1952, steel making capacity is expected to reach a total of 117,500,000 net ingot tons per year. This expanding production has resulted in correspondingly greater needs for ore. Last season's lake shipments of ore were short of hoped-for goals because bad weather forced a late start in lake navigation. During the summer, U. S. Steel moved 1,475,000 tons of ore via rail to supplement lake shipments, even though all-rail movement costs about 15 per cent more. But this expedient was not enough. Hence, the company is now hoping to move an additional 2 million tons of ore out of the mines during the period January 1 through March 15.

Thawing the Cars

The principal difficulty in the winter movement of ore is that of unloading the cars at their destination during freezing weather. Ore freezes into a dense, solid mass which is much harder to thaw than other mine products, such as coal. Although in preparation for the all-rail movement the ore is being treated with calcium chloride at the mines to retard freezing to the sides and bottoms of the cars, it is still necessary to use heat to loosen the ore sufficiently to unload it. Direct heat or flame cannot be applied to the ore cars, so steaming has to be used to thaw the contents.

None of U. S. Steel's plants were equipped with the steam thawing facilities to cope with this problem. At Chicago, temporary thawing facilities were built, using six leased Chicago, Burlington & Quincy steam locomotives to supply steam. Large steam pipes are laid alongside the unloading tracks and connected with the locomotive boilers. At regular intervals smaller, jointed pipes—called "steam lances"—lead off the larger pipe. These "lances" are pushed through specially provided holes in the car directly into the ore, and the steam is turned on. When thawed in this manner, the cars are then pushed along to the regular unloading facilities. Thawing facilities using the same system for distribution of heat—but utilizing existing stationary steam plants—are being used at Gary, Youngstown and Pittsburgh.

These thawing plants are the key to the movement; because their capacity determines the amount of ore which can be shipped.

The ore is being moved in ore cars of the Duluth, Mesabi & Iron Range which would otherwise be idle during the winter season, making it possible to handle this traffic

Winter All-Rail

without any strain on the national car supply. But these ore cars are different in many respects from the hopper cars in use on most railroads, so their use in interchange traffic requires considerable planning and cooperation.

The D.M. & I.R. ore cars are very short—only about 22 ft. long, outside dimensions, as compared with an average length of about 40 ft. for coal hopper cars of similar capacity. Though short, they can handle up to 70 tons per car. This is because iron ore is exceedingly dense. As a result, what may seem like short trains to many railroaders can represent very heavy tonnage.

Handling the Traffic

For the most part, this traffic is being handled south of Duluth by lines which are not built to the particular standards necessary for regular ore movement. Therefore, the movement has presented some problems. For one thing, heavy loads in short wheelbase cars can place a strain on track and bridges—particularly long bridges. Further, when loaded, these short cars cannot be operated safely at speeds over 30 m.p.h., so it is not practicable to handle them in most regular trains. Another complication is the fact that these D.M. & I.R. ore cars have their air hoses located high on the car body, so that they require a special jumper to connect them with the air hoses on most locomotives and cabooses in use outside the ore district.

These problems are being met by holding the loading of the cars to about 50 tons of ore per car, and by moving them in solid trains of approximately 50 cars each, operating under special instructions. The timing of each train has been carefully worked out by the railroads and U. S. Steel in order to keep the thawing and unloading facilities working at maximum efficiency. Similar attention must be given to returning the empty ore cars to the mines.

A wide variety of routes are being used for this ore movement. Some is moving via Duluth and the Duluth, South Shore & Atlantic across Michigan's upper peninsula to St. Ignace where it is transferred by car ferry to Mackinaw City and the New York Central for further movement. But the bulk of the ore is moving via the principal routes between Duluth, St. Paul and Chicago, with practically all major carriers participating. East from Chicago to Youngstown and Pittsburgh all of the major carriers are sharing the traffic.

In addition to this bulk movement from the Mesabi range, U. S. Steel has, for the past year, had a steady—though small—movement of iron ore from Iron Mountain, Utah, to its plants in Chicago, Youngstown and Pittsburgh. This Utah ore is of a special variety used in certain open-hearth processes. Unlike the bulk Mesabi movement, the Utah ore is moving in regular hopper cars and is being handled in regular trains under normal operating procedures.

There have been various experimental shipments of ore from other deposits and to other mills, but so far none have been developed into regular volume movements. There have been movements from the mines in northern Michigan as well as from the Mesabi range. In all of the movements, the railroads have worked very closely with the mines and the steel companies so as to provide the exact kind of service required, when it is required.

Movement of Iron Ore

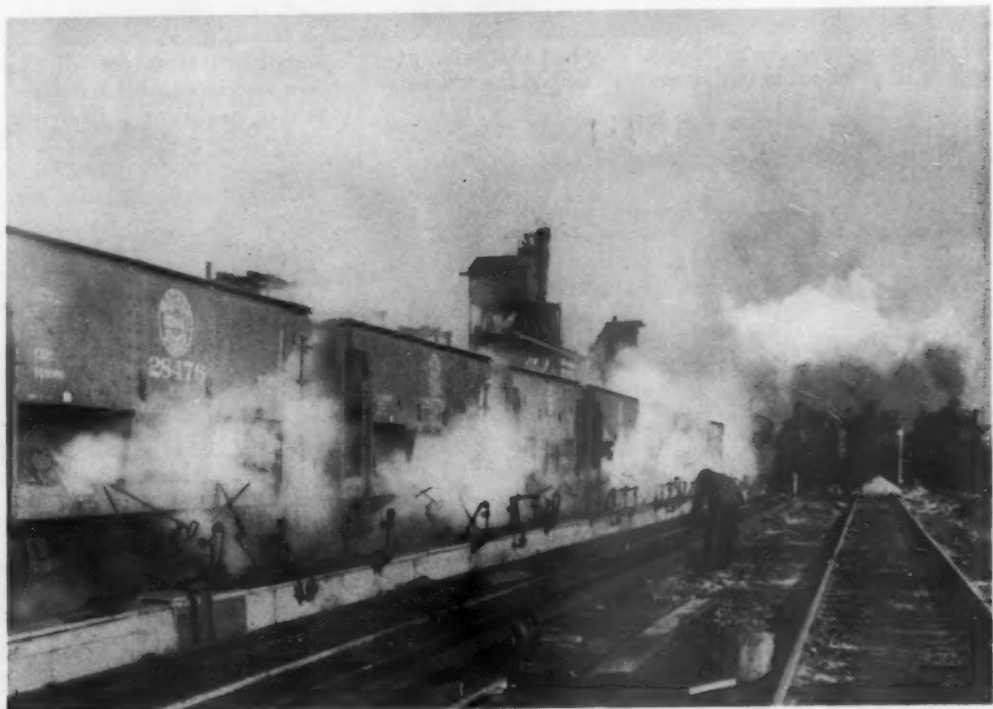
Loading iron ore in the dead of winter at Oliver Iron Mining Company's Monroe open pit mine near Chisholm, Minn., for all-rail shipment to United States Steel Corporation's mills in Chicago, Gary, Youngstown and Pittsburgh. The shovel on the right is loading the ore, while the crane on the left distributes calcium chloride on the ore through a mechanical spreader on the end of the boom. The calcium chloride helps to keep the ore from freezing to the sides and bottom of the cars. The high train-line can be seen at the end of the nearest ore car

Courtesy of Oliver Iron Mining Company.



Thawing frozen ore cars at U. S. Steel's South Chicago plant. The main steam line leading from the leased Burlington locomotives in the background can be seen alongside the track. Steam "lances" which branch off from this main pipe are pushed through holes in the car sides directly into the ore. Once thawed the cars are moved to the unloading facilities, which show just behind the ore cars

Courtesy of United States Steel Corporation.





The agricultural department also does a lot of reforestation work. Attached to the tractor is the Illinois Central developed and manufactured tree planter. With machines of this type, in the 1949-1950 tree planting season, more than 9,000,000 seedlings were set out in Louisiana, Mississippi, Tennessee, Kentucky and southern Illinois. In the South alone in that season, more than 9,000 acres of forest land were put back into production through the work of this machine

How the I. C.'s Agricultural Department Helps the Road and Its Customers

While the work of the agricultural department of the Illinois Central is carried on primarily to build up traffic for that railroad, others than the railroad's owners and the farmers whom the department helps also benefit from its work. As an example of the results of the agricultural department's work, in the period 1939 to 1949, inclusive, inbound freight revenue at Mayfield, Graves County, Ky., more than doubled, while in the period 1944 to 1949 this revenue increased about 47 per cent. The per farm family income in Graves County rose by about 135 per cent during the years 1916-1948. All this was accomplished despite the fact that wide extension of good roads in the territory helped the truckers to compete for the business.

Graves County in 1916 had only one cash crop, tobacco. At that time the I.C. introduced its soil rebuilding and dairying programs to Graves County. Today, the county has only about half as many acres planted in tobacco as it did in 1916, but it raises more than twice as much tobacco of a better grade. Meanwhile, dairying has come to be profitable indeed, and in 1949 the county's dairy farmers received for their milk sold to a processing plant at Mayfield, the county seat, more than \$4.4 million. The increase in buying power is reflected in an increased demand for manufactures in this area.

Graves County is only one of the areas in which the activity of the I.C.'s agricultural department has stimulated greater prosperity for the farmers and thereby for the railroad and the manufacturers and distributors who supply the farmers. The soil building program directly, according to the agricultural department's report for 1949, has led to "increased shipments of limestone and fertilizer, from 20 to over 100 per cent, throughout most of our territory during the past year."

In addition to its soil building and dairy herd promotional activities, the I.C. also has contributed a lot of money and man-hours to improving the quality of the herds of cattle and sheep kept by farmers along its lines.

As a locality's agricultural productivity is improved so is its standard of living; as a result there is more demand for manufactures and more business for the railroad

For example, some five years ago the railroad began promoting artificial insemination of cattle. This has had the highly desirable effect of increasing both the quality and the quantity of milk produced. In the main, the railroad's part in furthering artificial insemination has been played by pure bred dairy sires which were purchased, and then loaned, free of charge, to artificial insemination societies in the territory served by the I.C. The improved quality of milk resulting from this program has meant higher prices for the products of the dairymen, which in turn has given them more money to spend for every kind of appliance that can be shipped into the territory.

The agricultural department of the Illinois Central was instituted in 1852, just one year after the railroad itself was incorporated. At first it was an immigration department, and its chief task was to attract farm people to settle in I.C. territory. It was not until 1916 that its present name and functions were established.

What Happened in One Rural Kentucky County

Inbound Freight Revenue for Mayfield, Ky.

1939	\$244,263.20
1944	305,329.00
1949	561,118.48

Average per farm family income in Graves County

1916	\$ 723
1945	1,485
1948	1,695

A milk condensery at Mayfield paid out for milk in

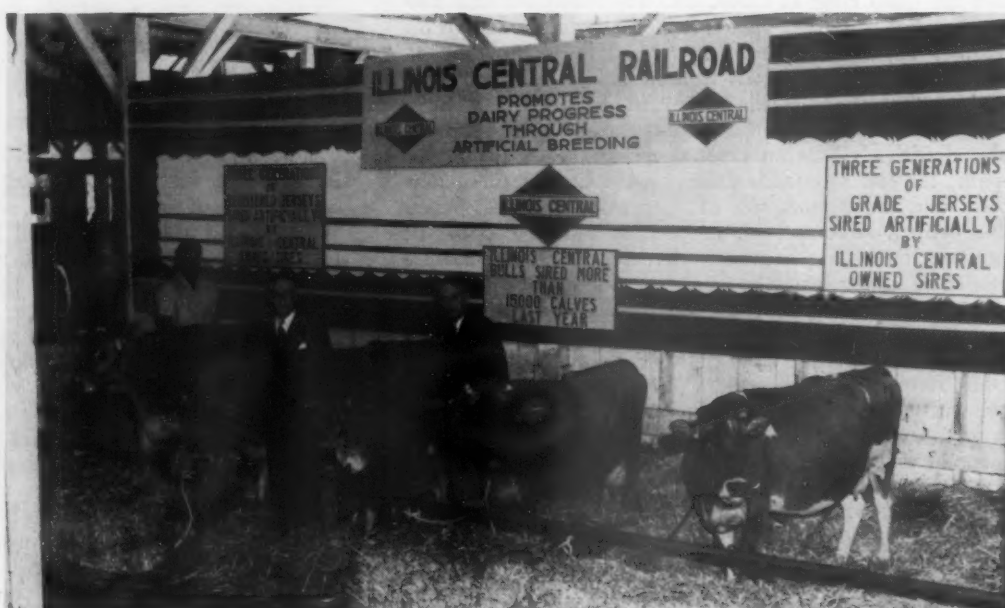
Year	Amount	Price Per 100 lb.
1927	\$ 438,347.00	\$3.00
1939	876,268.00	1.50
1949	4,402,634.73	3.00



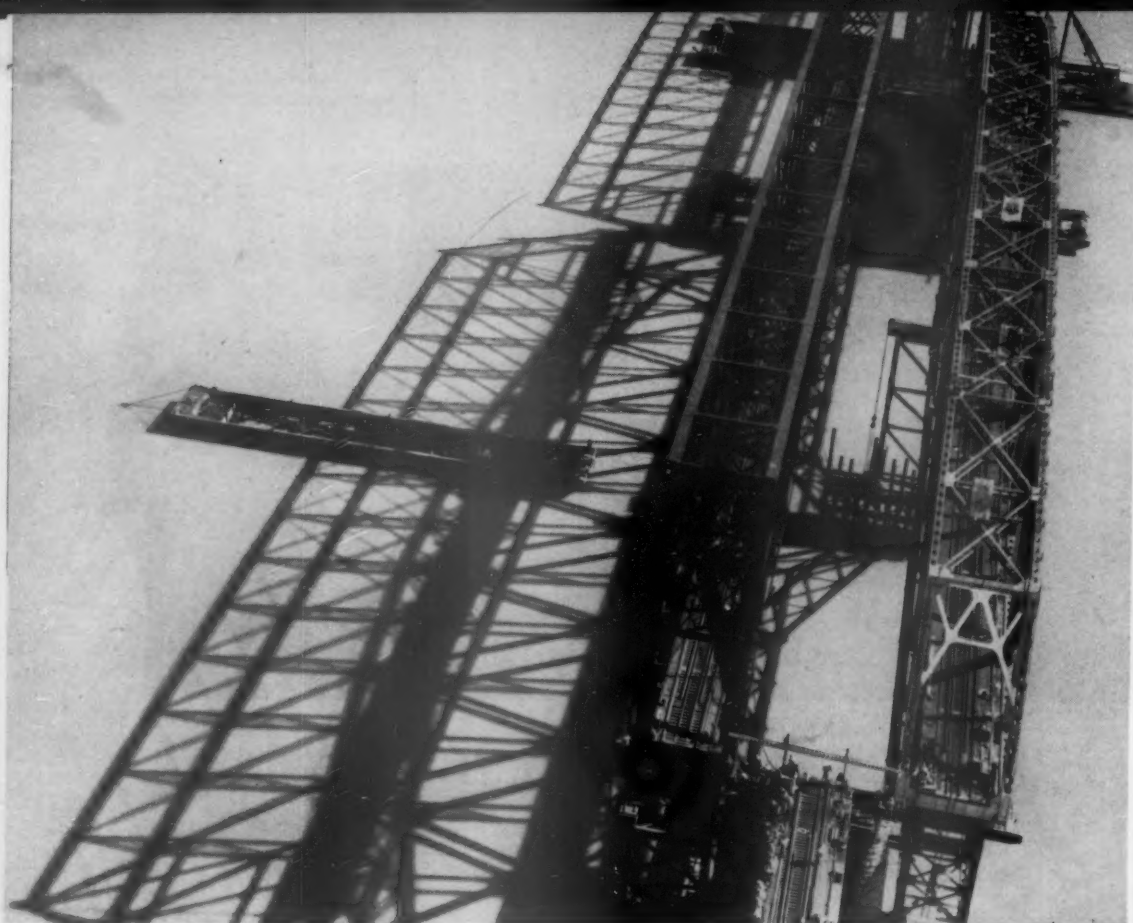
In 1939-1940 the I.C. ran a soil special. Thousands of people visited this train which featured movies on soil rebuilding, etc. Over 16,000 samples of soils were brought in for testing. Then the agricultural department recommended procedures for improving both the land and the crops



Back in 1927 the I.C. ran this "soy bean special" train, promoting the use of soy beans as a food for animals and as an enricher of the soil



Sires owned by the railroad are contributing to dairy progress along the Illinois Central. P. R. Farlow, the road's general agricultural agent and department head, is second from left



One of the several tense periods of the bridge modernization project came when the first 518-ft. through-truss span, after 61 years of service, was moved to falsework at the left to make room for its replacement by a new, much heavier span erected on falsework at the right

Cairo Bridge Being Rehabilitated

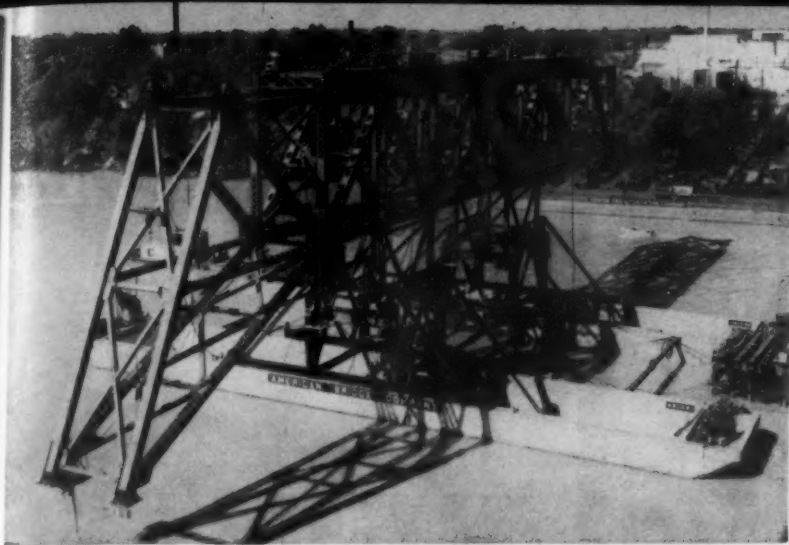
With exactly 61 years of service to its credit, a 518-ft. truss span on the Illinois Central's single-track bridge over the Ohio river at Cairo, Ill., was rolled out and was replaced by a heavier span of about the same length on October 16, 1950. This work marked the completion of the first phase of a \$6.3 million bridge-modernization project that the I.C. has planned for this structure, whereby nine Whipple through-truss spans will be replaced with six Warren through-truss and six deck-truss spans, the latter requiring the construction of three new piers and the remodeling of four existing piers. When this project is completed, the bridge will be capable of carrying the road's heavier motive power and of accommodating faster traffic.

At present, although diesel-equipped trains use the Cairo bridge regularly, the heavier steam locomotives operating on freight runs both north and south of the Ohio river are not permitted to cross but must be uncoupled from southbound trains at North Cairo, Ill., and from northbound trains at Fulton, Ky. Lighter weight locomotives must be used to haul the freight trains across the bridge. Otherwise, freight trains with heavy power must cross the Ohio river on a bridge at Metropolis, Ill., on the Edgewood cutoff which extends between Edgewood, Ill., and Fulton, Ky. When the rehabilitation of the Cairo bridge is completed in 1951, this operating procedure will not be essential.

Engineering and operational skill maintain a smooth flow of traffic while the Illinois Central replaces nine spans of structure over the Ohio river

Construction work on the original structure at Cairo was begun in 1887 and the bridge was opened for traffic in 1889, at which time, being 10,560 ft. long, it was considered the longest metal structure crossing a river. In 1905 and 1906, traffic had increased to such an extent that the north and south approaches to the bridge were made double track. In this work one 106-ft. and seventeen 150-ft. spans of the north approach were removed and replaced with an embankment carrying two tracks, so that today the bridge is 7,865 ft. long. Before the work now under way was started the bridge consisted, from north to south, of one 50-ft. deck girder span, a 251-ft. viaduct, a 250-ft. Pratt deck-truss span, two 518-ft. Whipple through-truss spans, seven 400-ft. Whipple through-truss spans, a 250-ft. Pratt deck-truss span, and a viaduct 3,170 ft. long.

The Cairo bridge is also used by trains of the Gulf, Mobile & Ohio. Traffic over the structure by the early 1920's was such that often 100 trains passed over the bridge in a day, and it was felt that its capacity had been



Left—One of the two deck-truss spans which, lengthened and reinforced, were constructed on barge towers to serve as half of the falsework span to be used, successively, during the erection of the six long through-truss spans. An unusual yet important feature of this project is afforded by the barge towers which are adjustable to conform with the rise and fall



of the Ohio river. Right—After the two falsework spans were in place alongside the first 518-ft. span to be renewed, a locomotive crane was moved out on them and proceeded to erect the new span. At this stage of the work, the crane has placed the stringers and floorbeams for half of the new span. Additional details are given in the text

reached. The plan of double-tracking the bridge, which had been considered as early as 1905, was again proposed as a solution. Because this plan which involved a very expensive grade reduction between Carbondale and Cairo for efficient operation could not be economically justified, it was decided to construct the cutoff line between Edgewood, Ill., and Fulton, Ky., using the existing bridge over the Ohio at Metropolis. Completion of this cutoff materially lightened the traffic load over the Cairo bridge. The main channel spans of this bridge had been strengthened for heavier traffic loads in 1914 and the approaches of the bridge replaced in 1934.

During the second World War, however, heavier motive power was introduced by the I.C. to handle its growing volume of traffic. Engines with tenders reached a weight of 400 tons—too heavy for the Whipple spans of the Cairo bridge. During the war the bridge took a severe pounding from the heavy traffic carried, and required a great deal of the time of a steel-bridge maintenance gang. Because of the age of the structure and its continuing deterioration that resulted from the pounding of heavy traffic, maintenance was excessive and a plan was developed for replacing the nine Whipple truss spans with two 518-ft. 11-in. and four 400-ft. 11¼-in. Warren through-truss spans and six 197-ft. 7-in. Warren deck-truss spans. The through-truss spans were more than sufficient to bridge the main channel of the Ohio river while the deck-truss spans are located over the Kentucky shore which is inundated only at times of flood stage. The proposed new superstructure was designed for Cooper's E72 loading.

The existing piers, with the exception of two that had been girded with steel bands and turnbuckles and another that had developed cracks, are in good condition. It was decided to rehabilitate these three supports by driving long steel H-piles around the caissons and applying a reinforced concrete jacket around the pier shafts. In addition, four piers had to be modified and three new piers were required at the Kentucky shore end to support the deck-truss spans.

Erection Plan Is Set

The method used successfully in changing out the first span established the pattern that will be followed for changing out the others. The plan of procedure provided for the erection of the northerly 518-ft. span first and of progressing the replacement of the other spans

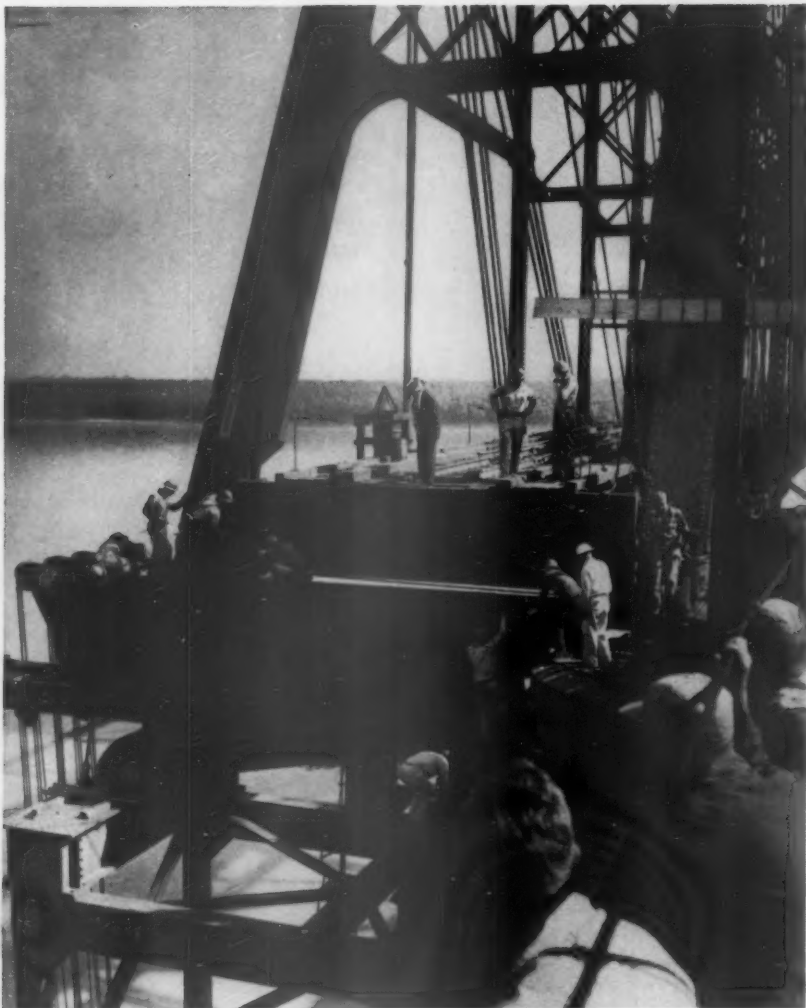
The weight (1,760 tons) of the new span and the falsework span is spread over a temporary pier midway between existing piers, temporary piers driven alongside the permanent piers, and on the starlings of the existing piers



from north to south. The two old 518-ft. spans exclusive of the deck each weigh 1,100 tons and the new spans replacing them weigh 1,650 tons each. Similarly the four old 400-ft. spans weigh 600 tons each and are being replaced by spans weighing 965 tons each. Altogether, approximately 10,000 tons of new bridge steel are being erected.

Under the plan adopted for replacing the first span, the new steel was erected on temporary falsework built on the downstream side of the old structure. When the new span had been assembled and the ties and rails laid on it, the old span was rolled out on a temporary structure built on the upstream side, and the new span was rolled into position. The old span was then stripped of its rail, ties and part of the floor system, and dropped approximately 100 ft. into the river to be salvaged as scrap.

Among the interesting and important features of this work are the construction and the manner of using the falsework. It was decided to fabricate first two of the new, short deck-truss spans, which will later be used in the permanent structure, and use them as falsework for the erection of each of the new long through-truss spans. This plan entailed the construction of a temporary steel tower on each of two barges lashed approximately 74



The old span was rolled out on specially constructed launching beams set on falsework at upstream ends of piers

Photograph courtesy American Bridge Company

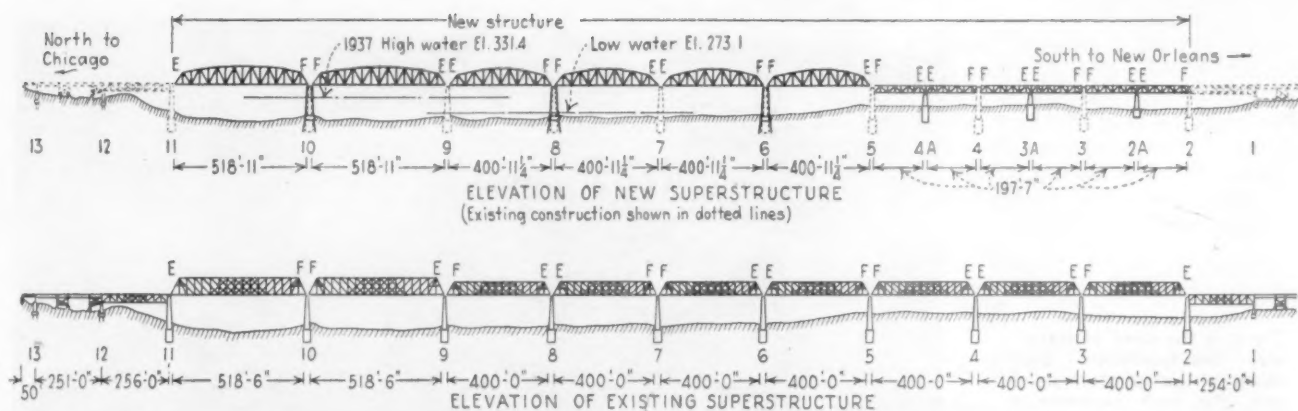


Detour routes for the trains of both the I.C. and the G.M. & O., which also uses the Cairo bridge, were carefully planned to insure a smooth flow of traffic when the bridge is out of service



After the old span had been stripped of the rails, ties and part of the floor system, a cable was severed, causing the span to be launched to one side and into the river

Photograph courtesy American Bridge Company



In the \$6.3 million bridge modernization project, nine Whipple through-truss spans of the existing Cairo bridge will

be replaced by six Warren through-truss spans and six Warren deck-truss spans, as shown above

ft. apart, center to center; the erection of the deck spans one at a time on these towers; the construction and removal later of a temporary pier midway between each pair of the existing piers; and the floating of the deck spans into place. In this position the two deck-truss falsework spans were supported by the temporary center pier mentioned above, and, at the outer ends, were carried partially on the existing piers and partially on temporary steel piers. Since the two deck spans, each being only 197 ft. 7 in. long, were too short when used together to reach between the piers carrying the 518-ft. spans, steel brackets were added to the adjoining ends of the deck-truss spans, and the spans reinforced as necessary.

Because the work of replacing the through-truss spans would continue over a period of more than a year, still another condition—that of the rise and fall of the river level—had to be considered when floating the falsework spans into place. Government records of the water level of the Ohio river at Cairo showed highwater in 1937 at Elevation 331.4 (above mean sea level), whereas the low water record was at Elevation 273.1—a variation of 58 ft. Furthermore, the records revealed that the river level frequently varies 17 ft. in one week and as much as 3 in. in an hour. Normal annual fluctuation of the water level is 47 ft. and it was obvious that the steel towers on the barges must be adjustable for this variation in height to enable them to be reused throughout the course of the work.

Each of the barge towers was constructed with four corner columns which were in sections so that they can be removed or added for obtaining the proper height to conform to water-level conditions. Each corner column also is supported on a 500-ton hydraulic jack, so that the falsework span can be gently raised from or lowered onto its pier anchorage. Eight hydraulic jacks were used, four on each barge, providing a total capacity of 4,000 tons. Smaller capacity jacks would have been adequate but the 500-ton jacks were used because of their longer travel distance of 25 in.

When both falsework spans were in place for the first 518-ft. span, a locomotive crane was used to erect the new steel on top of them. To carry out the erection work the locomotive crane was rolled transversely from the track into position on a temporary bracket placed at the shore end of the north falsework span. After the new span including deck and track had been completed, it was jacked up and set on rollers. The bridge was subsequently closed to traffic and the old span was set on rollers. By means of diesel-operated winches, installed on a barge anchored upstream and pulling on a rigging

of cables and blocks, the old span was rolled out on its prepared falsework support, and the new span was rolled into its final position. Four-way telephone communication was maintained between each end and center of the span and the barge during the moving operations to insure uniform movement.

Maintain Smooth Traffic Flow

As a result of bridge engineering and railroad operational skill, the estimated 48-hr. interruption of traffic was actually reduced to 20 hr., although the actual work of moving the two spans took only 8 hr. The smooth operation of traffic was maintained by providing an alternate route between junction points north and south of the river. All through passenger trains were handled between Fulton and Carbondale by way of Reevesville and the Metropolis bridge. Gulf, Mobile & Ohio passenger trains were routed from East St. Louis via Carbondale and Reevesville over the bridge at Metropolis to Rives, Tenn., on Illinois Central tracks. Shuttle-train service connecting with main-line and St. Louis trains at Carbondale was provided by the I.C. between North Cairo and Carbondale during the period of interruption. Station wagons met trains at Fulton and North Cairo to handle passengers between these two points.

A turnaround mixed train between Fulton and Wickliffe, Ky., located just across the river from North Cairo, was also operated to handle mail, baggage, express and passengers on the arrival of Train No. 26, the Northern Express, and connecting with Train No. 25, the Southern Express. Passengers wishing to use bus service between Fulton and Carbondale were advised of bus schedules and available service.

Freight trains moved over two routes—down the Edgewood cutoff and also via DuQuoin, Groat, Akin Jct., the Edgewood cutoff and the Metropolis bridge to Fulton. Freight trains of the G.M.&O. used the I.C. line from East St. Louis to Rives via DuQuoin, Groat, Akin Jct., the Edgewood cutoff and the Metropolis bridge.

Design details were prepared and construction is being supervised by Modjeski & Masters, consulting engineers, in conjunction with the offices of C. H. Mottier, vice-president and chief engineer, and M. Block, engineer of bridges of the I.C. The substructure work is being done by the Kansas City Bridge Company and the Massman Construction Company, both of Kansas City, Mo. The fabrication and the erection of the superstructure, as well as the changing out of the spans, are being performed by the American Bridge Company, Chicago.

"It is in the field of waterway transportation that there is the greatest need and the best opportunity for the federal government to recover a substantial amount of the funds it is spending on transportation."



Subsidies—User Charges and the National Transportation Policy

Should user charges or tolls be collected from those who use transportation facilities receiving government aid?

Transportation is big business with the federal government. Nearly \$1½ billion each year is now being spent by the government on basic transportation facilities, including navigable waterways, airports, airways, public highways, the direct payment of subsidies, indirect finan-

cial assistance, and, on occasion, direct construction of transportation equipment or operation of transport services. The budget of the U.S. government, for the fiscal year 1950, showing federal transportation expenditures for 1949, indicates that the largest single item was aid to highways, which amounted to 37.3 per cent of the total. The provisions for waterway facilities and navigation aids accounted for 24 per cent. Merchant marine expenditures were 19 per cent, and expenditures for aviation were 14.3 per cent. The balance was for miscellaneous transport services and regulatory functions. As this discussion deals primarily with domestic transportation, no consideration will be given the shipping subsidies designed to develop and encourage the maintenance of a strong merchant marine.

[Mr. Shafer then summarized the facts on government expenditures on, and aid to, the three forms of transport—air, highway and inland waterway.—EDITOR.]

A SHIPPER SPEAKS HIS MIND ON SUBSIDY

George H. Shafer is general traffic manager of the Weyerhaeuser Sales Company, St. Paul, Minn. Early in his career, he gained experience in railroading—including stores, engineering, finance, mechanical and traffic—while serving with the old Chicago & Alton (now Gulf, Mobile & Ohio). He has also served with the Illinois Commerce Commission, where he attained the position of chief of the section of rates and tariffs. Now he supervises the traffic and transportation activities of Weyerhaeuser's large and diverse lumber operations. His active affiliations with traffic organizations are too numerous to detail here; it must suffice to say that he is a past president of the National Association of Shippers Advisory Boards and a member of its executive committee, and a director and executive committeeman of the National Industrial Traffic League. This article is a condensation of Mr. Shafer's talk before the Regional Transportation Conference sponsored by the Chamber of Commerce of the United States at Oklahoma City, Okla., January 19 and 20.

Obvious Subsidies

Government expenditures for various transportation agencies have been outlined in some detail. It appears obvious that, in view of the large amounts contributed by the federal government in the promotion of air and water transportation, subsidies (or government aid if



"To the extent mature investigation indicates highway users are not paying their way, user charges should be made in an amount sufficient to place them on a self-sustaining basis."

you prefer) reaching a substantial figure are paid these two forms of transportation by the general taxpayers. The extent to which highway operators are failing to pay their fair share of the cost and maintenance of the highways, through various charges assessed by the states and other local governmental units—such as license fees, gasoline taxes, tolls, and tonnage taxes—is open to question.

The controversy as to highway transportation subsidies rages primarily around the use of highways by heavy over-the-road trucks and buses engaged in intercity traffic. It is my understanding that the trucking industry now takes the position that when and if it can be shown clearly that motor trucks do not pay their fair share of highway costs, they stand ready to meet their obligations.

My inability at this time to resolve the question of highway subsidies one way or the other is freely admitted; therefore, no definite suggestions will be made as to highway user charges except to say that to the extent mature investigation indicates highway users are not paying their way, user charges should be made in an amount sufficient to place them on a self-sustaining basis. This could be accomplished by the imposition of a federal highway user excise tax upon heavy vehicles related both to the gross weight and to mileage, so graduated as to make higher rates apply to the heavier vehicles.

Transportation Policy

It will be recalled that, in 1940, Congress adopted a "National Transportation Policy" providing, among other things, for the fair and impartial regulation of all modes of transportation subject to the Interstate Commerce Act, so administered as to preserve the inherent advantage of each — all to the end of developing, coordinating, and preserving a national transportation system by water, highway, and rail. The Civil Aeronautics Act contains no provision requiring the administration of that act in such a manner as to preserve the inherent advantage of other forms of transportation. It concerns

itself only with air transportation. Everything in the C.A.A. declaration of policy is pointed directly toward the promotion of the air industry, regardless of the effect on other forms of transportation. Therefore, Congress requires preferential treatment for aviation and provides subsidies (air mail) which, in effect, underwrite the financial solvency of the air lines. Obviously, there is a clear conflict between the policy stated in the Interstate Commerce Act and the Civil Aeronautics Act.

Discriminatory Legislation

One of the regulatory goals of Congress is the "fair and impartial treatment" of transportation enterprises. At the same time, it has been discriminatory in extending public aid to several transport agencies. It has admonished two regulatory agencies to prevent wasteful and destructive competitive practices in transportation. At the same time, it has given other branches of government (the C.A.B., for example) the power to authorize additional transportation facilities. Thus, government restricts with one hand and promotes with the other. It attempts to regulate monopoly, while, at the same time, it undertakes to enforce competition.

Moreover, the federal government is supporting the development of highway, air, and water transportation, without regard to maintaining an adequate railroad system, which, within the foreseeable future at least, must remain our major transportation medium. This policy has not only weakened the railroads, but has resulted in making the costs of transportation higher on the traffic remaining on the rails.

The restoration of equal competitive opportunities must take place before there can be any determination of the inherent advantages of different forms of transportation. Moreover, it is important that all forms of transport that compete for traffic be given equality of treatment if private ownership and management of transportation facilities are to survive. At present, we have no single, consistent national transportation policy. We do have a number of so-called transportation policies which are inconsistent, contradictory, and actually un-American because they are unfair.

User Charges

In Secretary of Commerce Sawyer's report to the President, it is aptly stated that the federal government now engages in "a bewildering array of promotional activities in the transport field by providing facilities, the payment of subsidies, the granting of tax benefits, the disposal at bargain prices of government property, or the direct operation of services." He made the further observation that government promotional activities do not form a coherent pattern and had reached such scope as to warrant a critical re-examination. With this appraisal, I am sure there can be no disagreement. It is my belief that we should do more than re-examine; I suggest that we *do something* about it immediately.

The federal debt is now approximately \$257 billion. In the face of this situation, should the federal government continue to spend almost a billion and a half annually for transportation, without any direct financial return? I am convinced that the general taxpayer should, so far as possible, be relieved of the burden of transportation subsidies. This could be accomplished, at least to a substantial degree, by the imposition of *user charges or tolls*. The goal should be to place every transportation agency on a self-sustaining basis. Such action would result in more equal treatment of all forms of

transportation and assist in carrying out the congressional mandate to preserve the inherent advantages of each.

Specifically, I have the following suggestions:

Airways: To recover at least some of the cost of establishing and maintaining airways, prompt and thorough consideration should be given to the institution of charges to be made against the users thereof, allowance being made for the value of the airways in the interest of national defense and the extent of the use by government aircraft. Federal gasoline taxes and registration fees have been suggested as a vehicle for collecting airway charges.

Airports: Landing fees and other charges are made at present for the use of many airports, and it appears that there is a growing trend toward self-support, particularly among the terminal-type airports. This trend should be continued and users should, in so far as possible, pay the cost of airports, with consideration being given to the extent of government use and national defense requirements.

Air Mail Subsidies: The separation of subsidies from compensation for carrying the mail should be but the first step in the further consideration of the subject.

The mail pay system should not guarantee uneconomic and unnecessary operations. Retroactive rate making should be minimized or eliminated entirely. It seems to me that before the air industry can hold up its head and be accepted as a strong and independent transportation medium, it must purge itself of the taint of subsidy.

Waterways: It is in the field of waterway transportation that there is the greatest need and the best opportunity for the federal government to recover a substantial amount of the funds it is spending on transportation. As no user charge of any kind is exacted for the use of inland waterways, the total expenditures for construction, operation, and maintenance, excluding their value for flood control and national defense, constitute a subsidy to waterway users.

The policy of providing waterways without cost to the users is certainly contrary to our so-called national transportation policy. It cannot be justified as a "regulator" of railroad rates, or from the standpoint of national defense in view of our experience during World War II when the total percentage of commercial intercity traffic handled by rivers and canals dropped from 3.7 per cent in 1940 to 2.6 per cent in 1943.

The imposition of user charges or tolls in an amount sufficient to pay all or part of the investment and maintenance of each waterway would not only give a measure of relief to the overburdened taxpayer, but would tend to create more equal competitive conditions between the different types of carriers and indicate whether or not there are "inherent" advantages in inland waterway transportation. If waterway operations continue to flourish after proper tolls are exacted, certainly the cry of subsidy by their competitors will no longer carry weight.

It is, therefore, believed that users of existing waterways and waterway facilities should pay a reasonable user charge, determined by an appropriate body designated by Congress. The appropriate authority might well be the Interstate Commerce Commission which could be instructed by Congress to determine, after full investigation, and with the assistance of the Army engi-

neers, the proper charges that should be made against the users of the facilities.

During the course of its investigation, the body designated by Congress to make the determination would have no difficulty in securing figures from government records as to the total expenditures made by the government, the annual upkeep, the volume of traffic, etc. Moreover, the investigation being a public one would elicit the views of the waterway operators, the shippers, and other forms of transportation. Certainly some reasonably accurate determination can be made by an independent body which would result in the return to the government of at least a large proportion of the maintenance and carrying charges which are now assessed against the general taxpayers.

When new waterway projects are under consideration, the following procedure is suggested: Before public funds are appropriated for waterway projects for which a transportation value is claimed, the Congress, in addition to appropriate findings of the War Department (Army engineers), should have a finding from the I.C.C. that there is a real public need for such additional transportation facilities and their recommendation as to user charges that should be assessed against those who use the facilities. Due consideration should be given to the value of such facilities in promoting flood control and national defense.

Just how well the I.C.C. is qualified to make findings in connection with proposed waterway facilities is evidenced by the *Lake Erie-Ohio River Canal* case, 235 I.C.C. 753, wherein the President requested the commission to make an investigation of the proposed project. As the result of the Commission's report, the project was not authorized by Congress, although it had been recommended by the Army engineers.

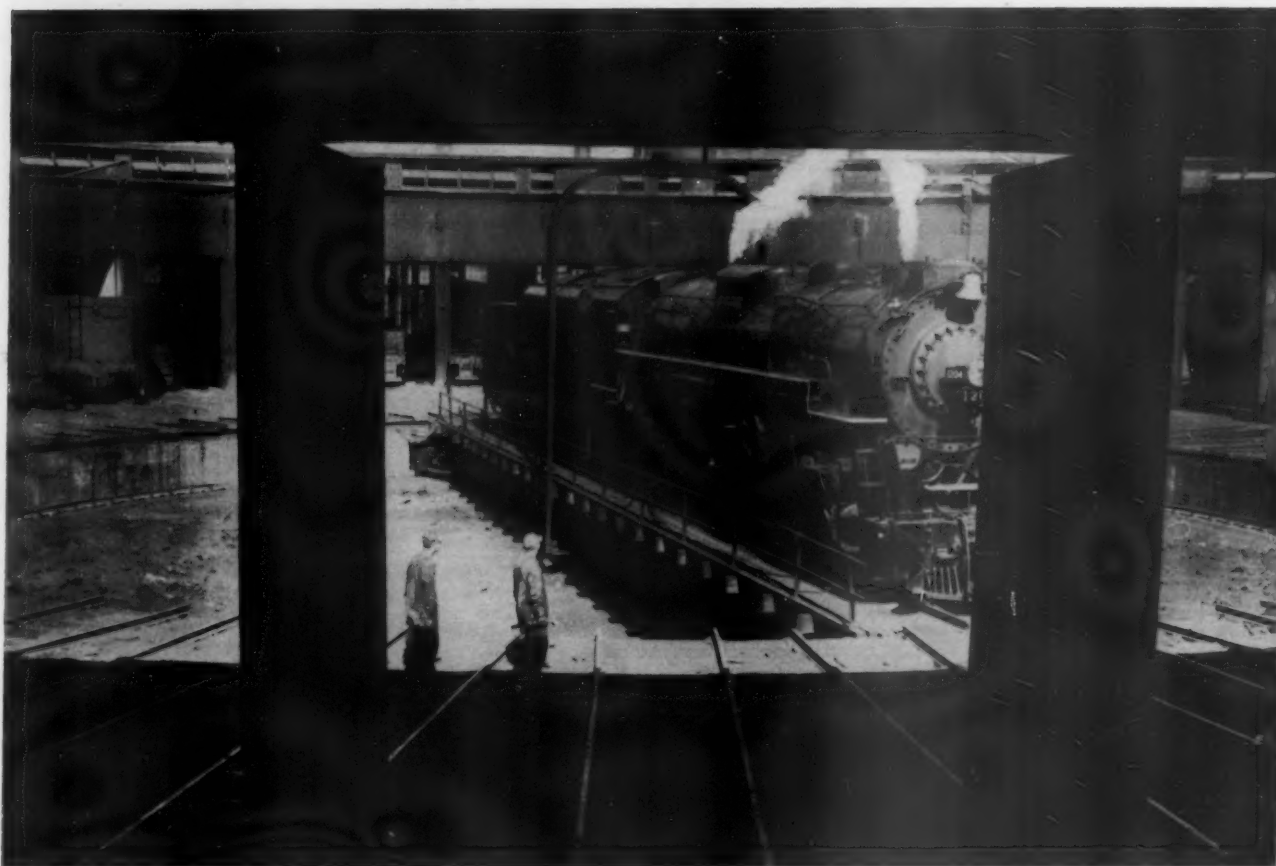
Although the assessment of user charges would reverse a long-established policy of the federal government, the principle is by no means new, as tolls for the use of the Panama Canal have been exacted for many years.

Those who oppose user charges, particularly the carriers that would be affected, remind us that the railroads, too, were subsidized in their tender years with generous land grants. The railroads, in turn, reply that only a small per cent of the country's railroad mileage participated in land grants, which were not outright gifts. In return for the grants of land, the government received special rates on government freight and passenger traffic — so much so that, when Congress finally canceled the land-grant rates in 1946, a congressional committee found that the government had been repaid seven times the original value of the lands.

"This Is Ridiculous"

In the state of Arkansas during an extended drought a few years ago, a negro congregation met and prayed long and fervently for rain. Before they got through the meeting, it started to sprinkle, then it turned into a gentle downpour, and then into a heavy downpour, and finally into a torrent. They made their way home as best they could and the old preacher got to the creek just in time to see the bridge go out. He stood on the bank and gazed into the swollen stream for a moment and finally said: "O Lord, I know we asked for rain and we certainly needed rain, but this is ridiculous."

I believe that the amount of taxpayers' money the government has been spending on transportation for many years past is ridiculous. Moreover, I believe our conflicting transportation policy is ridiculous, and that it is more than ridiculous that we are doing nothing about it.



Locomotive Accidents Continue Decline

Locomotive Inspection Bureau reports 4,123 fewer steam locomotives and 3,027 more diesels in service in 1950—57 accidents less than in 1949

The number of accidents resulting from failures of parts of all types of locomotives during the fiscal year ended June 30, 1950, as compared with fiscal 1949 were reduced from 277 to 220 and the number of persons injured from 250 to 234. This is the record in the thirty-ninth annual report of the Bureau of Locomotive Inspection presented to the Interstate Commerce Commission by Director Edward H. Davidson. The number of persons killed in connection with these failures remained at 10, the same as in 1949.

The accidents resulting from failures of steam-locomotive parts alone were reduced from 228 to 169, the number killed from 10 to 7, and the number injured from 243 to 184. The number of steam locomotives for which reports were filed, however, dropped from 33,866 in 1949 to 29,743 in 1950, and the number inspected from 85,353 to 66,809.

Accidents caused by failures of parts of locomotives

other than steam increased from 49 to 51. Three persons were killed in these accidents in 1950; none in 1949. The number of persons injured decreased from 67 to 50.

A table, not included in this summary of the report, shows the various parts and appurtenances of steam locomotives and tenders, the failures of which have caused serious and fatal accidents during the past five years. Of the 169 accidents in 1950, 46 were caused by the failure of miscellaneous parts not classified. Classified were 35 parts, failures of which caused 123 accidents.

The largest single group is handholds, which caused 11 accidents. Other sizeable groups are boiler explosions, reversing gears and squirt hose, each the cause of nine accidents, and footboards, the cause of eight accidents. Injectors and connections and throttle rigging were each the cause of seven accidents. The number of



accidents charged to each of the other parts range from one to six and in most cases do not exceed three.

Failures which were the cause of death were boiler explosions (4); couplers (1); crossheads and guides (1); and reverse gears (1). The report calls attention to this tabulation with the suggestion that, if advantage is taken of the information contained in it and proper inspection and repairs made in accordance with the requirements of the law and rule, many accidents will be avoided. An abstract of the remainder of the report follows:

During the year, ten per cent of the steam locomotives inspected by our inspectors were found with defects or errors in inspection that should have been corrected before the locomotives were put into use; this is an increase of two per cent from the results obtained in the preceding year. Three hundred and ninety-nine locomotives were ordered withheld from service by our inspectors because of

the presence of defects that rendered the locomotives immediately unsafe; this is a decrease of 37 locomotives compared with the preceding year.

[Detailed results of the inspections of steam locomotives of each railroad are shown in a table not included here.—EDITOR]

Boiler-Accident Casualties Decline

Nine boiler explosions occurred in the fiscal year; all were caused by overheating of the crown sheets due to low water. Four employees were killed in these accidents and 14 were injured. There was an increase of four in the number of boiler explosions and a decrease of three in the number of employees killed compared with the preceding year.

One of the explosions occurred on a locomotive in passenger-train service; three on locomotives in freight-train service; two on locomotives in charge of watchmen; and

one each on locomotives in switching, mixed, and work-train service. The boilers involved in the explosions were not equipped with either fusible plugs or low-water alarms.

Absence of a safe water level was known to employees on two of the locomotives prior to the explosions. On one of these the low water level resulted from undetected loss of water through an inadvertently opened blow-off cock which discharged through a muffler located under the locomotive deck. Action to restore water to the boiler had been initiated, but the explosion occurred before a sufficient quantity of water had been fed to the boiler. Subsequently, blow-off mechanisms on all locomotives owned by the railroad on which the explosion occurred were examined, re-designed, and reconstructed where necessary to prevent repetition of conditions responsible for the explosion.

Fifty boiler and appurtenance accidents other than explosions resulted in injuries to 56 employees. This is a decrease of 26 accidents and a decrease of 24 injuries compared with the preceding year.

Time Extensions for Flue Removal

Four hundred and seventy applications were filed for extension of time for removal of flues, as provided in rule 10. Our investigations disclosed that in 33 of these cases the condition of the locomotives or other circumstances were such that extensions could not properly be granted. Nine were in such condition that the full extensions requested could not be authorized, but extensions for shorter periods of time were allowed. Twenty-four extensions were granted after defects disclosed by our investigations were required to be repaired. Eighteen applications were canceled for various reasons. Three hundred and eighty-six applications were granted for the full period requested.

Number of Locomotives in Service, the Number Inspected and the Conditions Found

Steam Locomotives	Year ended June 30—					
	1950	1949	1948	1947	1946	1945
Number of locomotives for which reports were filed	29,743	33,866	37,073	39,578	41,851	43,019
Number inspected	66,809	85,353	93,917	94,034	101,869	115,979
Number found defective	6,740	7,035	9,417	10,248	11,337	11,975
Percentage inspected found defective	10.1	8.2	10.0	10.9	11.1	10.3
Number ordered out of service	399	436	654	708	690	506
Number of defects found	28,504	28,642	38,855	41,250	56,541	53,367

Locomotives Other Than Steam						
Number of locomotive units for which reports were filed	15,179	12,692	9,803	7,805	6,616	6,094
Number inspected	42,503	30,684	20,798	13,115	10,908	9,888
Number found defective	2,748	1,238	853	633	499	447
Percentage of inspected found defective	6.5	4.0	4.1	4.8	4.6	4.5
Number ordered out of service	42	20	21	19	17	16
Number of defects found	6,325	2,804	1,745	1,442	1,385	1,212

Accidents Caused by the Failure of Locomotive Parts or Appurtenances

Steam Locomotives, Including Boiler or Tender							
	Year ended June 30—						
	1950	1949	1948	1947	1946	1945	1944
Number of accidents	169	228	341	360	419	410	410
Percent increase or decrease from previous year	25.9	33.1	5.3	14.1	12.2	1.7	—
Number of persons killed	7	10	15	16	10	20	—
Percent increase or decrease from previous year	30.0	33.3	6.3	160.0	50.0	20.0	—
Number of persons injured	184	243	361	464	439	429	—
Percent increase or decrease from previous year	24.3	32.7	22.2	15.7	12.3	7.9	—

Steam Locomotive Boilers							
	Year ended June 30—						
	1950	1949	1948	1947	1946	1945	1944
Number of accidents	59	81	104	116	156	141	856
Number of persons killed	4	9	14	12	10	13	91
Number of persons injured	70	94	108	124	165	154	1,005

Locomotives Other than Steam					
	Year ended June 30—				
	1950	1949	1948	1947	1946
Number of accidents	51	49	41	40	38
Number of persons killed	3	—	—	2	1
Number of persons injured	50	67	50	41	56

Fifty-one accidents, resulting in three deaths and injuries to 50 persons occurred in connection with locomotive units propelled by power other than steam. This represents an increase of two in the number of accidents, occurrence of three fatalities, and a decrease of 17 in the number of injured compared with the preceding year.

Locomotives Other Than Steam

During the year 6.5 per cent of the locomotive units inspected by our inspectors were found with defects or errors in inspection that should have been corrected before the units were put into use; this represents an increase of 2.5 per cent compared with the results obtained in the preceding year. Forty-two locomotive units were ordered withheld from service by our inspectors because of the presence of defects that rendered the units immediately unsafe; this represents an increase of 22 units compared with the preceding year.

[A table showing the defective parts found by inspection of these locomotives on each railroad is included in the report but not reproduced here.—EDITOR]

Specification Cards and Alterations

Under rule 54 of the Rules and Instructions for Inspection and Testing of Steam Locomotives, 114 specification cards and 2,748 alteration reports were filed, checked, and analyzed. These reports are necessary in order to determine whether or not the boilers represented were so constructed or repaired as to render safe and proper service and whether the stresses were within the allowed limits. Corrective measures were taken with respect to numerous discrepancies found.

Under rules 328 and 329 of the Rules and Instructions for Inspection and Testing of Locomotives Other than Steam, 3,287 specifications and 1,165 alteration reports were filed for locomotive units and 564 specifications and 257 alteration reports were filed for boilers mounted on locomotive units other than steam. These were checked and analyzed and corrective measures taken with respect to discrepancies found.

No formal appeal by any carrier was taken from the decisions of any inspector during the year.

Number of Casualties Classified by Occupation

Steam Locomotive Accidents										
	Year ended June 30—									
	1950	1949	1948	1947	1946	1945	1944	1943	1942	1941
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Members of train crews:										
Engineers	2	64	3	75	3	109	6	126	4	142
Firemen	2	64	3	92	6	155	6	159	4	184
Brakemen	2	29	1	30	3	43	1	37	—	46
Conductors	—	4	—	7	—	5	—	10	—	7
Switchmen	—	5	—	6	—	10	—	9	—	10
Roundhouse and shop employees:										
Boilermakers	—	2	—	2	—	4	—	3	—	1
Machinists	—	1	—	4	1	2	1	—	—	6
Foremen	—	1	—	—	1	—	—	—	—	3
Inspectors	—	2	—	—	—	—	—	1	—	1
Watchmen	—	1	4	1	—	2	1	2	2	4
Boiler washers	—	—	—	—	—	—	—	—	—	1
Hostlers	—	1	1	8	—	8	—	6	—	10
Other roundhouse and shop employees	—	2	1	4	—	5	—	8	—	3
Other employees	—	4	—	6	—	12	2	21	—	13
Nonemployees	—	1	—	9	—	6	—	82	—	8
Total	7	184	10	243	15	361	16	464	10	439

Accidents on Locomotives Other than Steam										
	Year ended June 30—									
	1950	1949	1948	1947	1946	1945	1944	1943	1942	1941
Members of train crews:										
Engineers	15	—	12	—	7	1	9	—	8	—
Firemen	21	—	14	—	24	—	21	—	14	—
Brakemen	3	—	6	—	1	—	5	—	3	—
Conductors	4	—	—	—	2	—	1	—	2	—
Switchmen	1	—	4	—	2	—	1	—	2	—
Maintenance employees	3	—	8	—	—	—	1	—	4	—
Other employees	1	2	13	—	2	—	2	—	5	—
Nonemployees	2	1	10	—	12	—	—	—	18	—
Total	3	50	67	—	50	2	41	—	56	—

GENERAL NEWS

Occupational "Malady" Again Hits Switchmen

Chicago, St. Louis and other gateways crippled

For the second time within six weeks, switchmen members of the brotherhood of railroad trainmen have staged a wildcat walkout at Chicago and other strategic gateways by reporting "sick" en masse and failing to report for duty. Approximately 35 railroads in at least 12 major rail centers have been affected—most of them very seriously—by the walkout. Many industries have begun laying off employees due to the restricted flow of raw and finished material. This "virus-switchmanitus" is generally conceded to have bred in the failure of the Washington, D. C. negotiations to win for the switchmen all demands imposed on the railroads for a 40-hr. week at present take-home pay levels and other concessions. Union spokesmen have stated the walkout is entirely unauthorized.

Besides the Chicago switching district—which has been effectively crippled by the strike, layoffs have been reported in abnormal volume at Spokane, Wash., Seattle, and St. Louis, Mo., Detroit Mich., Portland, Ore., Peoria, Ill., Racine, Wis., and Dallas, Tex. The Chicago, Milwaukee, St. Paul & Pacific told *Railway Age* that only 10 to 15 per cent of its switchmen showed up for work at Milwaukee on January 31. The Atchison, Topeka & Santa Fe said none of its Chicago district switchmen was on the job but that supervisory forces had managed to handle all passenger-train switching moves and all schedules thus far had been maintained. The Chicago, Rock Island & Pacific, on the other hand, due to the fact that most of its switchmen belong to the Switchmen's Union of North America, whose dispute with the carriers was settled last September, reported no difficulty other than the inability to interchange cars with connections in the Chicago district.

Embargos "flow"

The Chicago district office of the car service division of the Association of American Railroads began working under "forced draft" as embargo notices began flooding in from affected roads. Generally speaking, movement of all livestock, perishables, L.C.I. and carload freight is embargoed for movement either to or through the Chicago switching district via most roads, while individual carriers have embargoed freight for movement on line at other

affected points. At Detroit for instance, the Wabash and the Pere Marquette district of the Chesapeake & Ohio will not accept any cars for movement but at press time for this issue the other roads of Detroit had not taken similar action.

The Railway Express Agency has embargoed all shipments between 14 northeastern states and the rest of the nation except medical supplies, war material and certain other emergency shipments. United States District Attorney Otto Kerner, Chicago, on January 31, filed a petition for a contempt citation with Federal Judge Michael L. Igoe naming President W. P. Kennedy of the B.R.T. and 52 other officers of the union's national and local organizations as having disobeyed terms of a temporary restraining order issued last December in connection with the pre-Christmas sickness-walkout of the switchmen and which is presently effective by reason of extensions obtained since that time. Judge Igoe gave the brotherhood until February 7 to show cause why they should not be held in contempt of court for defiance of the court's restraining order. Whether or not this strategy will result in a return to work by the local members, as it did during the December walkout, is an open question.

Few Trains Withdrawn

Few railroads reported any serious curtailment in passenger service as of January 31. The Illinois Central cut all service between St. Louis and Chicago, with the exception of the "Green Diamond," and withdrew several secondary trains from other routes. Coast-to-coast sleeping cars are terminating at Chicago and passengers are being transferred between stations by taxicab or Parmelee Transportation Company limousine. The New York Central has withdrawn several trains and in addition has removed all feature cars from most of its more important trains. Because N. Y. C. trains cannot be wyeed at Chicago under the strike conditions, the "Twentieth Century" is being operated eastward with its observation lounge car foremost.

Because most suburban trains of the Chicago area are operated as integral units, a minimum of switching is necessary to maintain these services and as of January 31 all were operating normally. That the commuters are aware of the significance of the walkout, however, was evidenced by two *Railway Age* editors who overheard a suburbanite remark "Why did the Army bother to take over the railroads? It seems to me they should have taken over the brotherhoods."

Major railroad centers affected by

the "epidemic," in addition to Chicago, St. Louis and Detroit, were reported to include New York, Philadelphia, Pa., and Reading; Dallas, Tex., where all switchmen were said to be out; Knoxville, Tenn., where a number of Southern switchmen were said to have reported ill; Peoria, Ill., where the Peoria & Pekin union was affected; Cleveland, Ohio, and Collinwood, where New York Central men were out "100 per cent"; Toledo, and Portland, Ore., where the Union Pacific and the Southern Pacific were both affected.

At New York, the Pennsylvania reported that, up to the time this issue went to press, 41 yard brakemen at Sunnyside Yard and Pennsylvania Station—approximately one-third of the total at those points—and 47 passenger trainmen had reported "sick." Trains, however, were said to be leaving New York on schedule, except for one instance where two trains were combined. Incoming trains from the south and west were running from one to three hours late, due to the strike and to adverse weather conditions. Commuter service from New Jersey shore points

Truckers Seek Rate Boost To Avoid Excess Business

A request for permission to join in the pending 6 per cent rate case of the railroads has been filed with the Interstate Commerce Commission by approximately 1,200 truckers who are members of the Middle Atlantic Conference. The truckers claim that unless they are granted rate increases comparable to any granted the railroads they will get so much business they will break down.

The great increase in business that would result from a railroad rate increase, without a "simultaneous" increase in motor carrier rates, would force the truckers to handle more traffic "than is possible," they said. This congestion, they added, would cause retarding of their service and unprecedented increases in costs.

The petition filed with the I.C.C. by the truckers said 1950 traffic increased substantially over 1949, and that such increases cause "unusual and unprecedented" increases in operating costs. It said additional increased costs in 1951 will result in earnings being inadequate to maintain adequate service. The petition added that while the exact size of the increase needed by the truckers "cannot be calculated," an increase of 6 per cent is immediately necessary to prevent a break down in service.

was reported "practically normal." The railroad on February 1 began classes for volunteer ticket collectors from its traffic and maintenance of way departments, whom it planned to use to man afternoon and evening trains.

The N.Y.C. stated that 43 out of 108 switchmen employed on the first and second tracks in the Grand Central-Mott Haven areas had reported "sick." The Central had canceled a few long distance trains and also some local trains in the Chicago area and on the big four and Michigan Central. All non-emergency freight coming to the Central from western roads had been embargoed and an embargo was to be declared on livestock and perishable freight destined west of Buffalo.

The Long Island said its service was not affected, but anticipated possible curtailment of trains into Pennsylvania station if P.R.R. yardmen went out in any substantial number.

At Philadelphia, the Pennsylvania reported five of its six commuter lines affected, with 250 commuter trainmen out, and 200 freight and passenger yard crews idle because one or more of their men were "ill." All Philadelphia area freight stations were to be closed and 2,000 carloads of high priority freight destined for the area were sidetracked. Some commuter trains were being manned with volunteer crews.

Commuter service in the New York and Philadelphia areas was further complicated by a severe snow and sleet storm and by a simultaneous strike of bus drivers employed by the Public Service Corporation in the North Jersey and Camden areas.

At a Standstill

The Pennsylvania was also affected at Trenton, N. J., where 200 freight trainmen were on strike. Local operations there were "at a standstill."

The strike at the Washington, D.C., passenger terminal began at midnight January 30, but did not spread immediately to Potomac Yards in nearby Alexandria, Va. According to Terminal Manager, S. Kerl, all switchmen at the passenger terminal joined in the walk-out, but service was being maintained "to all points." In some cases, passengers were being carried by bus to nearby points in Virginia where they could make connection with southbound trains.

The car service division, at the request of Director Knudson of the Defense Transportation Administration, instructed switching lines and other roads to place their own embargoes as they became affected by the walkout. Several embargoes were placed by switching lines, while some line-haul roads began placing protective embargoes.

Meanwhile the Washington proceedings in the "Op" dispute continued on a more-or-less "token" basis. The National Mediation Board was holding separate meetings with the parties, but there were no reports of progress. N.M.B. also has before it for mediation the case involving demands of non-

operating employees for a wage increase of 25 cents per hour.

Replying to recent newspaper advertising of the railroads, the chief executives of the four operating unions issued a January 25 statement asserting that the carrier representatives "fully understood" that the memorandum of agreement signed at the White House on December 21 "was subject to ratification by our general chairmen."

The memorandum of agreement set out terms of a settlement of the dispute on a basis proposed by Dr. John R. Steelman, assistant to President Truman. The railroad advertisements reproduced the memorandum with its signatures, including those of the four union leaders, and said that the latter now "seek to repudiate this agreement." (See *Railway Age* of January 29, page 48.)

Rate Case Hearing Set for February 19

Testimony of 14 railroad witnesses filed with I.C.C.

The Interstate Commerce Commission has set February 19 as the date for hearing on the motion whereby the railroads seek authority to make their proposed six per cent increase in freight rates effective at this time as a measure of interim relief, pending final disposition of the petition wherein they seek the advance on a permanent basis. The hearing assignment had the effect of denying the railroad motion insofar as it sought to make the interim-relief proposal effective "immediately."

The hearing will be held at Washington, D.C., before the commission's

Division 2. As noted in *Railway Age* of January 29, page 35, the commission has docketed the case as Ex Parte No. 175 and brought into it the proposals for like increases which have been filed by steamship lines and freight forwarders. Also reported last week was the National Industrial Traffic League's opposition to the granting of interim relief without hearing or argument. A like petition was taken by others, including the National Coal Association.

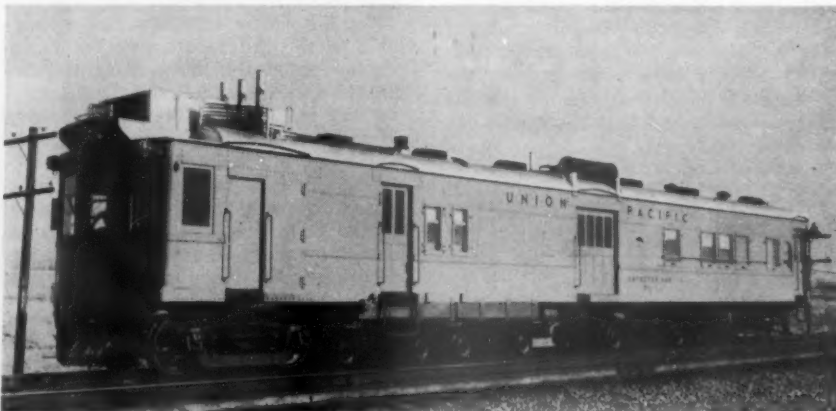
The commission order assigning the motion for hearing also prescribed special rules of procedure for the case. The rules included a requirement that the evidence-in-chief of the petitioners be filed in the form of verified statements on or before January 30. On that date, 14 railroad witnesses filed such statements.

Generally they pointed out that the railroads are deeply concerned with the lag between pyramiding expenses and increased rates which has already cost the carriers hundreds of millions of dollars.

The statements emphasized the need for increased revenues to meet increased operating expenses so that necessary funds will be available to do what is required to meet all demands arising from the critical international situation.

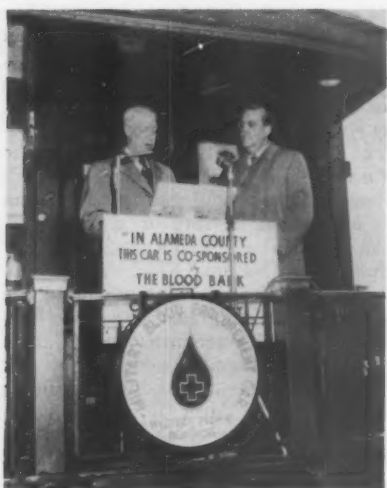
Despite inadequate revenues, the railroads have been spending capital funds at the rate of a billion dollars a year since the end of World War II and the program of improvement for 1951 calls for more than a billion dollars to be spent for new equipment, the railroad witnesses stated. The witnesses described the 1951 railroad program as including the purchase of 125,000 new freight cars and more than 2,000 units of new motive power as well as improvement of every other part of the railroad plant.

The railroad testimony said that



THE UNION PACIFIC'S NEW DETECTOR CAR tracks down fissures with magnetic-type equipment furnished by Teledetector, Inc., of Chicago. The road claims that in preliminary work the car has proven "highly successful" and that it has an "unusual ability" to seek out potential defects and fatigue spots within and adjacent to joint bars at rail ends. In addition to the test ap-

paratus, the body of the car contains a 275-hp. gas engine and generator for locomotion, sleeping quarters for the crew, a shower, a kitchen, dining facilities and a work room. An auxiliary 100-hp. engine furnishes power for the detector equipment and air compressor. Prior to installation of detection equipment, the car was operated in local passenger service



THE WESTERN PACIFIC'S ROLLING BLOOD BANK, a former business car, was turned over to the American Red Cross for blood procurement duties at Oakland, Cal., on January 10. Here W.P. President Frederic B. Whitman (left) formally presents the car to Raymond H. Barrows, vice-president of the American Red Cross. The car was named for the first W.P. employee to lose his life in the Korean conflict. Members of the soldier's family were the first to donate their blood in the car. Mr. Whitman followed. A news story of the dedication appeared in the January 22 *Railway Age*, page 36

since 1939 the accumulated general increase in freight rates for the United States is estimated to average 57.3 per cent, while wholesale prices of all commodities increased on the average 128.3 per cent—substantially more than double the percentage increase in the freight rate level.

"Taking into account the increase in wholesale commodity prices in relation to the increase in freight rates," the railroad witnesses said, "and considering the relatively small percentage that freight charges bear to the wholesale value of commodities, it is submitted that the commerce of the nation will not be adversely affected by the increase in freight charges which the railroads seek, and that the traffic can bear such increases."

Forced Increases

The railroad statements declared that increases in freight rates and charges were forced by the trend toward a higher price level "which has been of the predominant characteristics of our national economy."

"On the railroads generally, inflation has hit expenses well in advance of the ability to balance the effects by increased rates and charges," they continued. "We thus feel that we are at the rail end of the inflation parade, not in the lead."

"The railroads must not remain static," they declared, "but must continue to progressively advance not only in step, but if possible a step in advance of the economic progress of the nation. Our whole economy as well as our mili-

tary strength are vitally affected by the policy and pattern of transportation development."

"Business must be permitted to earn an adequate profit during periods of good volume," the carrier testimony continued, "and the railroads are no exception to this fundamental principle if railroad property is to be properly maintained, necessary capital improvements made, service to the public improved, reasonable dividends paid and credit protected."

Commenting on the effect of the proposed rate increases on the competitive position of the railroads, the carrier witnesses maintained that "the railroads will be able to compete successfully with other forms of transportation on basis of the rates proposed by the railroads, and there will not be sufficient diversion if the increases are allowed to offset substantially the aggregate increased revenues as estimated in the record."

Coal Rates

The carriers' testimony declared that coal provides a substantial portion of total freight revenues for many railroads and that the average authorized increase in coal rates since 1939 has been less than 44 per cent compared with an authorized increase of 57.3 per cent in the rate level for all freight including coal.

"There have been two recent substantial increases in Federal income tax rates," the statements said. "In 1949, the normal and surtax rate was 38 per cent, which was increased on July 1, 1950, to 45 per cent, and again, effective January 1, 1951, to 47 per cent. It seems to be accepted that further substantial increases are imminent. This continued and increasing siphoning off of current income makes it important that freight rates be maintained at a level which leaves available enough income not only to maintain efficient operation, but also to keep railroad plants in condition to meet both normal and emergency requirements."

"It is a simple economic fact, applicable to the railroads as well as to industry generally that substantial increases in wage and material costs must be met if a healthy financial condition is to be maintained," the railroad witnesses concluded. "Increasing prices is the generally accepted, indeed indispensable, method to balance increased costs. In this respect, the railroads are no different from any other large enterprise. Our difficulty is that the railroads, whose prices are regulated, are handicapped when they play in the same league unless they obtain prompt authority to increase their rates."

The verified statements were submitted to the commission by the following witnesses: Walter S. Franklin, president, Pennsylvania; Gustav Metzman, president, New York Central; William White, president, Delaware, Lackawanna & Western; John P. Kiley, president, Chicago, Milwaukee, St. Paul & Pacific; Harry A. DeButts, vice-president in charge of operations, Southern; Dr. Jules Backman, associate professor

of economics, New York University School of Commerce.

Also George F. Glacy, vice-president and chief accounting officer, Boston & Maine; Fred Carpi, vice-president in charge of traffic, Pennsylvania; Howard E. Simpson, vice-president in charge of traffic, Baltimore & Ohio; J. K. Dent, vice-president, Louisville & Nashville; J. A. Fischer, executive vice-president, Reading; H. W. Von Willer, vice-president in charge of traffic, Erie; Robert O. Small, assistant vice-president-traffic, Chicago & North Western; and J. A. Sheppard, assistant vice-president-traffic, Illinois Central.

Switchmen's Walkout May Cut Steel Production

Among unpleasant possible consequences the present work stoppage of railroad switchmen can lead to are the impeding of iron ore movement, which could disrupt production of vitally needed steel, the rotting of wheat in the Dakotas and Nebraska, and lack of fuel for heating and industrial purposes, James K. Knudson, head of the Defense Transport Administration, told members of the New York Traffic Club at a luncheon meeting on January 31. Possibly worse than any of these, he added, is the fact that "it takes so long to unscramble the freight car situation after a day or two of a work stoppage."

Mr. Knudson, in substance, re-emphasized many points he had made in an address on January 25 before the Pittsburgh (Pa.) Traffic Club. "The stark transportation fact that stares me in the face daily," he said in Pittsburgh, "and which takes shape in aggravated phone calls, demanding telegrams, or irate letters for relief, is that we do not presently have sufficient railroad rolling stock and motive power to do the job at hand." He proposed 10 methods whereby rail carriers can help the nation through the present emergency: (1) Immediately re-appraise the problem of car ownership; (2) more thoroughgoing supervision of use of cars; (3) speed up car repairs; (4) management should inquire into effect of 5-day week on car use; (5) subject loss and damage to continuous searching investigation; (6) use judiciously the power to embargo; (7) clean cars thoroughly and promptly; (8) hold circuitous routing to a minimum; (9) reduce number of cars in company service; and (10) greater cooperation, for the duration at least, between railroads and other forms of transportation.

In turn, Mr. Knudson continued, receivers and shippers of freight also have responsibilities, among which are cleaning cars thoroughly and promptly; prompt loading and unloading of cars; heavy loading; not using cars for storage purposes; helping to eliminate loss and damage; placing orders only for cars required for immediate use; eliminating practices which contaminate cars; paying careful attention to proper selection of cars for loading specific commodities; cooperating wherever railroads find 6-day week operations ex-

pedient; and minimizing of circuitous routing.

"In the presentation of the subject I have chose for this occasion," Mr. Knudson concluded, "I have tried to outline some of the more apparent causes of the difficulties inherent in railroad operation as it may relate to the use and handling of freight cars. If at times I may have appeared to be unduly critical of practices contributing to deficiencies or delinquencies of either railroad operator, shipper, or receiver of freight, it has been because it has been my purpose not to spare either railroad or shipper in making any suggestions which I believe to be constructive, or toward fostering better relationships between the parties directly concerned as well as regulatory bodies. Such procedure is definitely in the interests of a stronger and more efficient railroad machine which everyone will concede is absolutely essential for satisfactorily promoting the work in which we are all so vitally interested and which we must see brought to a successful conclusion.

Harrison Asked to Join O.D.M. Advisory Group

George M. Harrison president of the Brotherhood of Railway Clerks, is one of five labor leaders who have been invited to serve as an advisory committee to Director Charles E. Wilson of the Office of Defense Mobilization. The other four are: William Green, president of the American Federation of Labor; Philip Murray, president of the Congress of Industrial Organizations; A. J. Hayes, president of the International Association of Machinists; and John L. Lewis, president of the United Mine Workers of America.

Canadian Rate Hearings Set Record for Brevity

What may be a new record for brevity in hearings on any major railroad rate case was established at Ottawa, Ont., when only five days were required to present to the Board of Transport Commissioners the Canadian railroads' case for a general five per cent freight rate increase and opposition to it from all Canadian provinces except Quebec, Ontario and British Columbia.

The hearings, however, covered only the railroads' request for the immediate five per cent increase, expected to produce \$23 million a year in added revenue, to offset the recent wage increase to non-operating employees. The board still has to hear evidence on the railroads' application for a further increase, of an amount not yet determined, to become effective next June 1 to offset the cost of the 40-hr. week which will go into effect at that time; and on a proposal for revision of the basis on which rates are set, which might also raise rates to some extent.

The opposing provinces contended that Canada's preparedness program would produce enough attonal railway traffic to make any rate increase un-

necessary; but railway counsel—Hugh O'Donnell for the Canadian National and John L. O'Brien for the Canadian Pacific—said there was no evidence of such higher traffic, and that rates had to be set on existing conditions, not on the possibility of some future business.

Canadian Roads Increase Some Freight Rates

Increases in freight rates for Quebec and Ontario, amounting to about \$1,000,000 a year, have been announced by George F. Buckingham, general traffic manager of the Canadian Pacific, who told the Board of Transport Commissioners the railways hope to put the increases into effect before the end of February.

They will be applied on "pick-up-and-delivery" shipments in the two provinces and on special "all-commodity" rates between Montreal and Toronto. These are depressed "competitive" charges which the railways can increase without applying to the board.

Mr. Buckingham said the "pick-up-and-delivery" rates on l.c.l. shipments under 3,000 lb. will be increased 11½ per cent; for shipments over 3,000 lb. the increase will be 10 per cent. The special Montreal-Toronto rates will go up 10 per cent.

Railroads Proved Resilient Under War Shock—Faricy

In the event of enemy action in the United States, which might result in other channels of transportation becoming choked with "individually operated and largely uncontrollable traffic," trains will continue to move under the disciplined control of railroad operating organizations, William T. Faricy, president of the Association of American Railroads, told the Northwest Shippers Advisory Board and the Transportation Club of St. Paul at St. Paul, Minn., on January 22.

"Tracks may be knocked out for a time," Mr. Faricy pointed out, "but, as was amply demonstrated in Great Britain during the recent war, it is exceedingly difficult to block movement by rail completely, and for any considerable length of time, because of the flexible network of main and secondary lines and the alternate routes between most centers. It was this same quality — the flexibility of the rail network — as well as sturdy resilience under shock, which enabled the railroads of Germany to withstand so long the utmost that could be done in saturation bombing, with the railroads as prime targets, and to be among the last of the facilities of resistance to be put out of action."

There is little difference, Mr. Faricy explained, between damage by bombs or damage by flood, washout or landslide — disruptions which American roads have been accustomed to meet with their "organized energy" which keeps traffic moving either by "prompt repair of the damaged line or by using alternate routes."

Mr. Faricy told the traffic men that he "recognized fully that other forms of transportation have their own large share of the task ahead. I do stress, however, as strongly as is in my power, that in the national interest it is urgent that railroads shall be permitted to secure, with their own funds and at their own expense, the manpower and materials necessary for the enlargement of the capacity which national needs require."

"Once more," Mr. Faricy concluded, "in time of national emergency, the railroads pledge their utmost in endeavor, in the full confidence that in that endeavor they will continue to receive your help — to the end that the nation shall suffer no lack, no default, no failure in the basic transportation which is essential to its economy in time of peace, its safety in time of war."

The "critical" box car shortage throughout Minnesota, Montana and the Dakotas has seriously affected movement of grain to markets, and has resulted in blocking a large number of elevators, according to individual reports of the board's state vice-chairman. In North Dakota there were over 400 blocked elevators at the first of the year and a large amount of grain still in the hands of the farmers, according to R. F. Gunkelman, president of R. F. Gunkelman & Sons, Fargo. South Dakota was reported by E. F. Norman, secretary of the Public Utilities Commission, to have 60 elevators closed for more than 30 days on just two major rail lines. Montana's wheat marketing restrictions in several northwestern counties, due to car shortages and filled elevators, were outlined by Traffic Manager I. N. Early of the Billings Traffic Bureau.

The area's present car shortage can be traced to a series of unpredictable events, Arthur H. Gass, chairman of the Car Service Division of the A.A.R. explained to the board members. He pointed out that the December strike of switchmen in several large terminals, a 10-in. snowfall and freezing rain, and six holidays over Christmas and New Years had effectively "stymied" move-

Car Surpluses and Shortages

Average daily freight car surpluses and shortages for the week ended January 27 were announced by the Association of American Railroads on February 1 as follows:

	Surplus	Shortage
Plain Box	0	14,888
Auto Box	44	145
Total Box	44	15,033
Gondola	501	3,842
Hopper	104	3,785
Covered Hopper	0	56
Stock	1,095	0
Flat	56	609
Refrigerator	1,259	0
Other	178	174
	3,237	23,499

ment of cars. He said the flow of empty cars through the Chicago gateway was being stepped up and had shown considerable improvement in the few days immediately preceding the board's meeting. He foresaw another problem however, in fulfillment of orders on hand with the railroads for country loadings in view of present brimming terminal elevator storage facilities.

Officers elected for 1951 were: L. E. Luth, director of traffic, Gould National Batteries, St. Paul, general chairman; R. E. Dobbins, traffic manager, Northrup King & Co., Minneapolis, alternate general chairman; W. E. Keller, vice-president, Truax Traer Coal Company, Minot, N. D., general secretary; and F. L. O'Neill, general traffic manager, Minnesota Mining & Manufacturing Co., St. Paul, assistant general secretary. All four state vice-chairmen were re-elected.

D.T.A. Appointments

Appointment of six additional consultants to the staff of the Defense Transport Administration has been announced by Administrator James K. Knudson. The new consultants will serve in the following categories: August L. Sorensen, of Hornell, N. Y., domestic rail transportation; Richard H. Lamberton, of Chicago, petroleum and other liquid rail transportation; Albert B. Rosenbaum, of McLean, Va., highway transportation; John L. Fraley of Cherryville, N. C., street and highway maintenance; Charles F. Warden, of Columbus, Ohio, domestic bus transportation; and Samuel W. Greenland, of Clayton, Mo., local transit problems.

Mr. Sorensen, prior to his retirement on June 1, 1950, was manager of stores of the Erie. During World War II he served as assistant to the vice-president, Operations and Maintenance Department, Association of American Railroads, and later as associate director of the Materials and Equipment Division, Office of Defense Transportation.

Mr. Lamberton, who is assistant to the president, Union Tank Car Company, Chicago will be on loan to D.T.A. to assist in "acceleration and coordination of rail transportation dealing with bulk liquid movements." Mr. Lamberton also served with O.D.T. in World War II, as assistant director and later deputy director of the Liquid Transport Division.

The new consultant on highway transportation, Mr. Rosenbaum, is on loan to D.T.A. from the American Trucking Associations. A former examiner with the Bureau of Motor Carriers, Interstate Commerce Commission, Mr. Rosenbaum is now attorney and assistant general manager of the Regular Common Carrier Conference of the A.T.A.

Mr. Fraley, assistant sales manager for the Carolina Freight Carriers Corporation, has been with that company since April, 1949. He was an officer of combat engineers in World War II and

after the war remained in Europe with the army of occupation.

Mr. Warden, consultant on bus transportation, has been chairman of the Public Relations Commission. He was chief of the Intercity Bus Section in O.D.T.'s Highway Transport Division from 1942 to 1945. In announcing his present appointment with D.T.A., it was said his efforts will be devoted particularly to intercity and school bus problems.

The consultant on local transit problems, Mr. Greenland, is a former vice-president and general manager of the St. Louis Public Service Company, operator of local city transportation in St. Louis, Mo. He retired from that company in April, 1948.

American University Plans Fifth Railroad Institute

The fifth Rail Transportation Institute conducted by the American University, Washington, D.C., in cooperation with the Association of American Railroads, will be held in Washington from February 27 to March 22. Dr. L. M. Homberger, professor of transportation at the university, will be in charge.

It will be the first institute held since 1949, plans for 1950 sessions having been abandoned because Dr. Homberger was then in Germany as a member of an international group studying the German railroads. The 1951 institute will follow a program similar to those of its predecessors.

Thus the courses will cover current problems in connection with railroad organization, personnel, public relations, operation, traffic, rate-making, law, finance, economics and statistics, maintenance of way and equipment, and new technical developments. There will also be discussions of current problems confronting other agencies of transportation, and field studies of rail, water and air transport facilities in the Washington-Baltimore area.

Among those scheduled to lecture at the institute are E. H. Bunnell, Robert S. Henry, and Dr. Julius H. Parmelee, vice-presidents of the A.A.R., and Arthur H. Gass, chairman of the association's Car Service Division; L. W. Horning, vice-president, New York Central; Daniel P. Loomis, chairman, Association of Western Railways; J. J. Fitzpatrick, chairman, Traffic Executive Association—Eastern Railroads; K. N. Merritt, vice-president, Railway Express Agency; and L. K. Sillcox, executive vice-president, New York Air Brake Company.

Interstate Commerce Commissioner J. Monroe Johnson, who was director of the Office of Defense Transportation during World War II, will speak at one of the institute's two supper meetings, while the other will be addressed by Major General Carl R. Gray, Jr., administrator of veterans' affairs, who was director of the Military Railway Service during World War II. Students completing the course will be awarded certificates which will be presented at

the institute's closing dinner by Dr. Paul F. Douglass, president of the university.

The university's announcement said that institute students may be selected by their employers; and that others may apply by submitting information about their educational background or their practical experience. No specific previous education is required, and there is no age limit.

The tuition will be \$125, and the announcement advised that "veterans benefits will be available upon justification that the institute will contribute to the student's present or future business or employment." Applications for admission should be addressed to Dr. Homberger, the American University, 1901 F street, N.W., Washington 6, D.C. February 22 will be the last registration day.

Industry Group Will Aid Military Traffic Service

An Industry Advisory Committee on Traffic has been established by the Department of Defense. Its purpose, the department's announcement said, is to "assist . . . the Military Traffic Service in solving problems arising in specific fields of traffic management as a result of the transportation build up within the United States in support of the defense program."

Members of the advisory committee are: Chairman, Francis X. Dunleavy, assistant deputy director, M.T.S.; Henry F. McCarthy, vice-president, Seatrain Lines, Inc.; Arthur S. Genet, vice-president—traffic, Chesapeake & Ohio; Arthur C. Schier, vice-president—traffic, General Foods Corporation; Walter Mullady, president, Decatur Cartage Company; Reginald V. Hobbah, professor of transportation, Rutgers University; Harry R. Brashear, director, Traffic Service, Aircraft Industries Association; and Frank Daniels, executive secretary, New England Bus Association.

The announcement also said that Charles A. Taff had joined the staff of M.T.S. Director E. G. Plowman as a part-time consultant on motor transportation. Mr. Taff is assistant professor of transportation at the University of Maryland.

Electro-Motive Plant Sets Safety Record

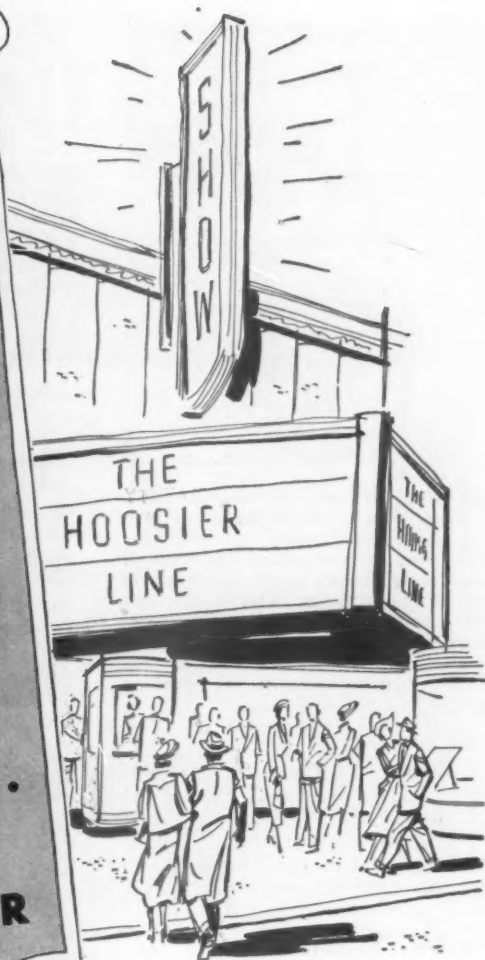
A new national record for heavy industry operation without a lost-time accident recently was set by plant No. 3 of the Electro-Motive Division of General Motors Corporation at Cleveland, Ohio. The record was recognized January 3 in a letter by Ned H. Dearborn, president of the National Safety Council, to B. A. Dollens, vice-president of G.M. and general manager of Electro-Motive.

Plant No. 3, where G.M. diesel-electric switching and road-switching locomotives are manufactured, worked 5,294,960 hours without a lost-time acci-

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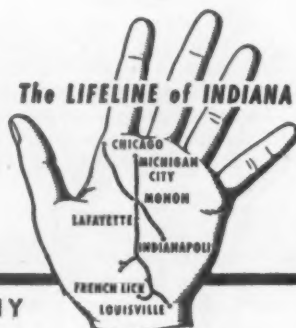
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RECEIVING A NATIONAL SAFETY COUNCIL FLAG—emblematic of the new world's safety record for heavy industry—are, left to right: Theodore F. Brown, oldest hourly rated employee, in point of service, at Electro-Motive's plant No. 3; David T. Mould, General Motors safety director; and Andrew G. Finigan, plant manager. The flag was presented in ceremonies in the plant on January 4

dent. The record was set between May 9, 1949, and December 11, 1950, a calendar period of 588 days. The previous record, set in 1941 by the Wilmington, Del., plant of the Pullman Company, was 4,265,572 man-hours.

Waybill Studies

Three additional waybill studies have been issued by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. They are Statement No. 5064, Distribution of Petroleum Products by Petroleum Administration Districts—Second Quarter of 1950; Statement No. 5063, State-to-State Distribution of Traffic and Revenue in the Animals and Products Group—Terminations in the Year 1949; and Statement No. 512, Quarterly Comparisons of Traffic and Revenue by Commodity Classes—Terminations in Second Quarter, 1950, 1949, 1948, and 1947.

December Employment

Railroad employment decreased 1.16 per cent — from 1,292,107 to 1,277,058 — from mid-November to mid-December, 1950, but the mid-December total was 11.1 per cent above that of December, 1949, according to the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission.

The index of employment, based on the 1935-1939 average as 100, was 127.1 for December, compared with 125.5 for November, and 114.5 for December 1949.

December employment was below that of the previous month in four of the seven groups, the range of decreases being from 6.21 per cent in the maintenance of way and structures group to 0.27 per cent for the profes-

sional, clerical, and general group. Largest of the increases in the other three groups was 1.34 per cent in transportation employees (other than train, engine, and yard).

As compared with December, 1949, employment increased in all groups. The increases ranged from 21.9 per cent for the maintenance of way and structures group to 0.92 per cent for the group embracing executives, officials, and staff assistants.

Railroad Indicted

In a notice issued January 10, Secretary W. P. Bartel of the Interstate Commerce Commission announced that a federal grand jury at Wilmington, Del., has returned an indictment against the Baltimore & Ohio for violations of the Elkins Act. "The indictment is in 15 counts and charges that the railroad granted concessions to the General Motors Corporation by selling to that shipper for \$150,000 a plant site near Wilmington which had been obtained by the railroad for that purpose at a cost totaling nearly \$300,000," the notice said. It added that the case was investigated by the commission's Bureau of Inquiry.

Clouds on the 1951 Freight Claim Horizon?

In a letter sent to regional shippers advisory boards, A. H. Schwieter, traffic director of the Chicago Association of Commerce & Industry and general chairman of the National Management Committee for Perfect Shipping Month, has warned that, although preliminary figures indicate that 1950 was a year of "substantial" reduction in freight claim losses, the outlook for 1951 is not as bright. "Several factors," he said, "are likely to cause a sharp rise in the claim account. Those factors were listed in a letter written to railroad chief operating officers by James H. Aydelott, vice-president of the Operations and Maintenance Department of the Association of American Railroads, to wit:

"An expanded volume of freight traffic from the outset of the Korean War.

"A substantial rise in commodity prices. "The presence of car shortages which influence the loading of cars unfit for the commodity to be transported.

"The establishment of controls over basic materials which may reduce the availability of such items as steel strapping and wire as well as materials needed for maintenance of roadway and equipment.

"Manpower losses which will tend to increase turnover in freight handling forces in yards and stations."

Suggesting ways to step up anti-damage and loss activity, Mr. Schwieter suggested that board committees select the greatest source of claim losses and focus attention on them. "With a knowledge of what is impending," Mr. Schwieter concluded, "is it not sound policy to step up the effectiveness of your committee to the end that advisory boards may accept their full share

of claim-prevention responsibility and thereby supplement and augment prevention activities of the carriers? Everybody's help is now needed to the fullest extent — to slow down, if not stop, the threatened increase in the waste of rail revenues through avoidable loss and damage. It's your money that pays the claims. Save as much of it as you can."

[A report of freight loss and damage claim statistics for the first six months of 1950 — still the latest fully tabulated figures — appeared in *Railway Age* on November 4, 1950, page 81.]

American University Makes Grant for Transport Study

The American University, Washington, D. C., has established a research fellowship in transportation studies for the 1951-52 academic year. The fellowship is in the amount of \$1,500, payable in monthly installments during the period from September 1, 1951, to June 30, 1952.

The university's announcement said it was established "to encourage original research in problems related to some field of transportation." It is open to: (1) Graduate students of any university in the United States, Canada, or Mexico "who have specialized in transportation studies and who wish to continue their work in this field"; (2) men and women employed in the field of transportation by government or private agencies, or working in their own business, "who have a bachelor's degree, or an equivalent education."

Applications for the fellowship should be submitted to Dr. L. M. Homberger, director of transportation studies, the American University, 1901 F

News Briefs . . .

. . . A new evening train from Detroit, Mich., to Durand has been placed in service by the Grand Trunk Western. The train will provide the Grand Trunk's commuters to Royal Oak, Birmingham and Pontiac with additional late evening service with its 10.45 p.m. departure time from Detroit. In addition, the road has announced a faster schedule for its Detroit-Chicago "LaSalle," which now leaves Detroit 15 minutes later but arrives at Chicago at the same time as before.

. . . The year 1951 marks the one hundredth anniversary of the National Travelers Aid Association, which was established in 1851 after Bryan Mullanphy, mayor of St. Louis, Mo., left a half-million dollar bequest "to furnish relief to poor immigrants and travelers coming into St. Louis on their way . . . to settle in the west." The organization now has 108 local societies located in all major cities, and gives service to approximately 1,500,000 persons a year.



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**OFFERS A NEW
SENTINEL DEPENDABILITY
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SCHEDULES!**

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BALTIMORE & OHIO RAILROAD

Constantly doing things—better!



STUDENTS AT AMERICAN UNIVERSITY'S Third Annual Institute of Industrial Transportation & Traffic Management pose with the director of the institute, Dr. L. M. Homberger (front row, center). The institute was held in

Washington, D. C., from January 9, 1951, through January 26. Included in the class were railroad men and representatives of shippers, as well as a large number of men from the Army, Navy, and Air Force

street, Washington 6, D. C. Award of the fellowship will be made on the recommendation of the University's advisory committee on transportation studies; the recipient, the announcement said, "will be expected to pursue his proposed research under the general direction of the committee, and to submit his completed work at a date which it determines."

Lacey Submits Proposals For Better L.C.L. Service

A proposal for improving handling of rail L.C.L. traffic was advanced by Edward F. Lacey, executive secretary of the National Industrial Traffic League, during a January 26 address before the Third Annual Institute of Industrial Transportation & Traffic Management in Washington, D.C. Speaking at the closing session of the institute, which was conducted by American University, Mr. Lacey said that if railroads are to continue profitably in the merchandise transportation business, they must "revolutionize" present methods very materially.

Mr. Lacey suggested that one "practical plan" for the railroads might be the organization of two or more corporations, or perhaps regional corporations, to handle merchandise shipments. Through such a set-up the roads could establish a nationwide system of pool or merchandise cars, similar to that offered by the freight forwarders. He said perhaps the forwarders "might be taken over by the railroads and developed in the establishment of much broader plans for the expeditious handling of this class of traffic."

The N. I. T. League secretary spoke of the "wonderful strides" made recently by several roads in rendering expedited L.C.L. service between large cities. However, he said there has been little, if any, improvement in handling of merchandise to the smaller cities

and towns, particularly where interline movement is involved.

Discussing other ways in which rail service could be improved, Mr. Lacey said he sometimes thinks the present system of classifying freight and publishing class rates is "obsolete." He said the system is costly, complicated and time-consuming. The freight classification should be replaced by a more "practical" method, perhaps similar to the express classification with two general classes, Mr. Lacey said.

In another part of his address, in which he commented upon the future in transportation generally, Mr. Lacey said palletization has a "promising" future, and has great possibilities for many kinds of commodities. He also spoke of containers which he said may well be perfected and used extensively. In this connection, he noted that the Missouri Pacific is now using aluminum shipping containers, or "speed boxes," in its expedited merchandise freight service.

Other sections of Mr. Lacey's address included a highlight review of the N.I.T. League's history and present activities. The secretary commented on the freight car situation of recent months and said the roads and shippers must cooperate in every way possible to obtain maximum use of cars. He also submitted "for consideration," as he did at a previous institute in 1949, his plan for eliminating much of the lag between wage increases granted by the railroads and offsetting rate increases authorized by the Interstate Commerce Commission. (See *Railway Age* of December 3, 1949, page 55.)

Speakers at the dinner meeting, in addition to Mr. Lacey, were Bruce Mahon, general agent in the Omaha, Neb., office of the St. Louis-San Francisco, and Dr. L. M. Homberger, director of the institute. Mr. Mahon delivered the class address while Dr. Homberger made a brief report on class activities.

Seven railroaders were among the students in the class. In addition to Mr. Mahon these included: Harlon J. Key, St. L.-S.F.; J. B. Ragland, Jr., Norfolk & Western; and four from the Atchafalaya, Topeka & Santa Fe: John A. Grygiel, J. S. McEldowney, Raymond J. Rudd, and Fred H. Snyder Jr.

Prices, Wages Frozen Effective January 26

The Economic Stabilization Agency on January 26 issued blanket orders freezing wages and prices as of midnight, January 25, 1951. Prices were frozen at the highest levels reached during the base period of December 19, 1950-January 25, 1951. Among the exemptions to this general freeze order, however, are rates charged by any common carrier or other public utility. This exemption was specifically provided for in the Defense Production Act of 1950.

Wages were frozen at the January 25, 1951, level, and there were no stated exemptions in the original order. An announcement issued by the Wage Stabilization Board on January 27 said "regulations, procedures and policies" with respect to the wage freeze would be issued "at the first possible moment."

On January 31 the board issued its first order easing the wage freeze. A policy statement released on that date said all wage or salary raises "formerly determined and communicated to employees" before January 25, and which were scheduled to take effect within the next 15 days, were automatically approved.

Express Rate Hearing Will Open March 29

Hearings in connection with the Interstate Commerce Commission's investigation of the rate-increase proposal filed recently by the Railway Express Agency will open in Washington, D. C., on March 29 before Examiner S. R. Diamondson. The case is docketed as Ex Parte No. 177.

The commission's notice of the Washington hearing said it was contemplated that regional hearings would be held later at Jacksonville, Fla., Dallas, Tex., San Francisco, Calif., and Chicago. The special rules of practice for the case include one requiring the Express Agency to submit its evidence-in-chief in the form of verified statements on or before March 15.

Transportation Subject of Oklahoma City Conference

Restoration of equal competitive conditions is a requisite to any determination of the inherent advantages of particular forms of transportation, the Regional Transportation Conference held at Oklahoma City, Okla., on January 19 and 20 by the Chamber of Commerce of the United States was told by a member of the chamber's Transporta-

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NEW YORK CENTRAL

The Smooth Water Level Route

tion and Communication Committee. The speaker, George H. Shafer, general traffic manager of Weyerhaeuser Sales Company, declared that at present the nation has no single consistent transportation policy, but rather an assortment of so-called transportation policies which are inconsistent and contradictory, and un-American because they are unfair. Detailed abstract of Mr. Shafer's address begins on page 48.

The conference, attended by 275 transportation and shipper representatives from business and industry, was the first of its kind to be sponsored by the national chamber for years. Those attending came from 45 southwestern cities.

Evans A. Nash, of Oklahoma City, a national chamber director and chairman of the Transportation and Communication Committee, at the close of the conference, over which he presided, declared that suggestions made would be put before the chamber committee at its next meeting in Washington, D. C., on February 20.

Fred G. Gurley, president of the Atchison, Topeka & Santa Fe, speaking at the opening session, declared the nation's railways are rapidly mobilizing for defense but that they must have a continuing flow of material for new equipment and repair parts plus adequate manpower to do the job properly.

Powell C. Groner, president of the Kansas City Public Service Company, and a member of the chamber's Transportation Committee and board of directors, discussing emergency transportation measures, took exception to maintenance of the 40-hr. work week in times of defense mobilization. He emphasized the bad effect of a short work week on transport efficiency. Harold F. Hammond, manager of the Transportation Department of the chamber, ex-

pressed the view that there will still be a further reshuffling of government emergency transportation functions before a satisfactory program has been achieved.

Delos W. Rentzel, chairman of the Civil Aeronautics Board, said there is no immediate need for application of passenger or air cargo priorities; and that instead of reducing the domestic civil air fleet, as we were forced to do immediately after Pearl Harbor, civilian and military interests now agree that the civil air fleet, in all probability, must be expanded.

Charles L. Dearing, of the Brookings Institution, talking on reorganization of government transportation agencies, stated that, as the emergency deepens, the success or failure of transportation will be determined largely by the quality of prior planning and current performance of government agencies. Commenting on the controlling factors, he said the federal transportation policy and organization are defective and that recent bureau shuffling has not corrected these defects. He observed that a logical peacetime organization would permit orderly transition to war requirements without improvisation of emergency agencies.

Homer King, deputy administrator of the Defense Transport Administration, addressed the dinner session; while at the January 20 morning session discussion was led by Joseph Hays, general counsel of the Association of Western Railways, Robert H. Walker, a member of the chamber's board of directors and Transportation Committee, and Dr. Sidney L. Miller, head of the transportation department of the University of Pittsburgh.

Mr. Hays read a statement prepared by Daniel P. Loomis, chairman of the association, who was unable to attend the conference; it said in part

that the railroads have reluctantly come to the conclusion that present laws should be amended to make reports of Presidential fact-finding boards in disputes concerning rates of pay, rules or working conditions, final and binding; that strikes and lockouts in the railroad industry should be outlawed; and that an orderly method of quasi-judicial procedure should be written into the law to provide for settlement of disputes which are not adjusted through negotiation, mediation or voluntary arbitration.

Plans for further regional conferences will be considered at the February meeting of the chamber committee. Complete proceedings of the Oklahoma City conference will be available at \$1 each.

Court Favors C.&N.W. on Adequate Pay for Air Rights

In a decision recently handed down by the Illinois Supreme Court, the contention of the Chicago & North Western that it should be adequately compensated by the city of Chicago for air rights over certain railroad properties within the city, was upheld.

The case began when Chicago filed suit for condemnation of railroad property between Dearborn and State streets northward from the Chicago river to Kinzie street, in order to widen the north approach of the recently completed State Street bridge. The suit was filed in the Circuit Court of Cook County, where a jury brought in a verdict recommending that \$37,000 be paid to the railroad for a portion of the property to be taken exclusively for the approach. But the court refused to award more than a nominal \$1 in damages to the railroad for air rights, on the theory that such appropriation of property would not interfere with railroad operations below. The North Western, on the other hand, maintained that such air rights were adaptable to commercial development, citing the Merchandise Mart (air rights to which have been appraised at \$100,000) as an example.

On January 18, the state Supreme Court upheld the railroad's contention and sent the case back to the lower court for a new trial.

N. Y. C. Extends Rail-Truck Service

The New York Central has announced further extension of its coordinated rail-truck service which speeds merchandise freight shipments by teaming Central trains with Central-operated trucks. The road's newest freight service improvement stems from establishment of three new trucking routes for pick-up and delivery of l.c.l. freight between Utica, N. Y., and numerous upstate New York communities.

Saving one or more days in shipping time, the new routes provide a same-day link between outlying freight stations and the road's "Pacemaker" mer-

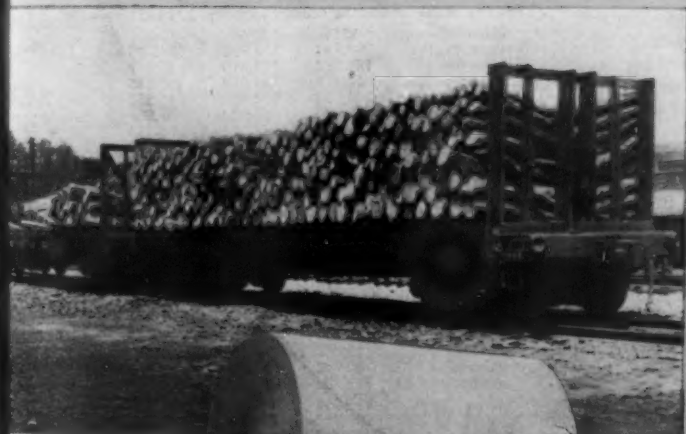


NARROW GAGE PASSENGER SERVICE on the Denver & Rio Grande Western's Alamosa, Colo.-Durango line was discontinued on January 31, except for stub coach passenger service on the New Mexican portion of the line, be-

tween Chama and Dulce, 29.3 miles. One of the discontinued trains, the "San Juan"—which carried a narrow gage parlor-diner-observation car up to the day of its final run—is shown here at Chama, N. M.



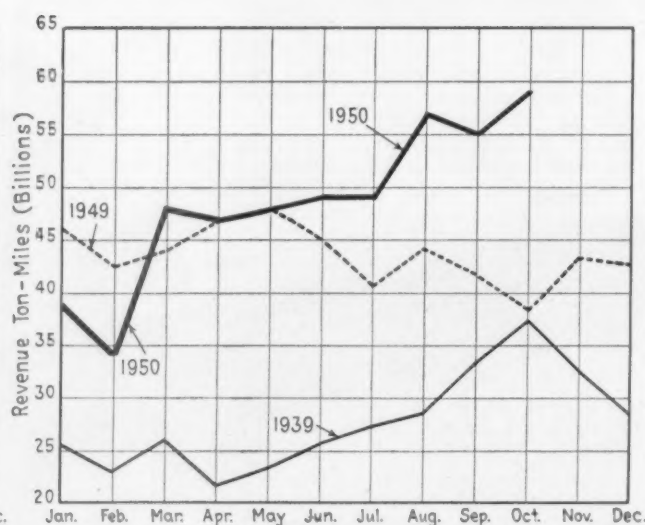
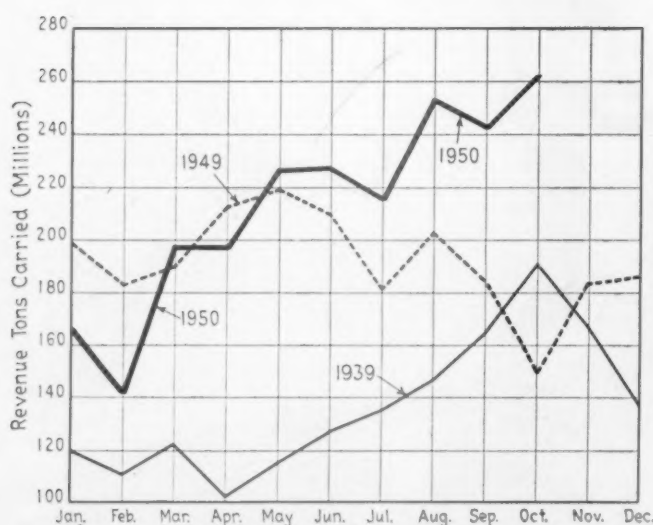
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RAILROAD



REVENUE TONS AND REVENUE TON-MILES—1950 compared with 1939 and 1949

chandise trains at Utica, site of the largest transfer station on the Central's system. More than 300 merchandise box cars are dispatched each weekday between Utica and various major cities in the Central's 11-state territory, with other through cars also sent to and received from cities on other railroads as far as the west coast.

Macfarlane Succeeds Denney on A.A.R. Board

Robert S. Macfarlane, president of the Northern Pacific, was elected a member of the board of directors of the Association of American Railroads at the board's latest monthly meeting, which was held January 26 in Washington, D. C. Mr. Macfarlane succeeds Charles E. Denney, whom he also succeeded in the N. P. presidency.

Other proceedings of the meeting consisted mostly of discussions relating to manpower and materials situations, an A.A.R. executive said. The meeting was attended by Director James K. Knudson of the Defense Transport Administration and P. A. Hollar, consultant to Mr. Knudson on materials and equipment matters.

Strike Halts All Trains Of Chicago, Aurora & Elgin

All freight and passenger service on the electrified Chicago, Aurora & Elgin was halted at 3:45 a.m., January 29, as the result of a strike called by the Brotherhood of Railway Clerks, the Order of Railroad Telegraphers and the Brotherhood of Railway Signalmen of America. The strike involves demands of the unions for a 40-hr. work week with no reduction in pay from the present 48-hr. week. The railroad operates about 130 daily trains from downtown Chicago to its western suburbs and the cities of Aurora and Elgin. Most of the line's 26,000 daily passengers are commuters. Suburban trains of the Chicago & North Western, the Chicago, Burlington & Quincy and the

Chicago, Milwaukee, St. Paul & Pacific and rapid transit lines of the Chicago Transit Authority — all of which serve certain areas in common with the C.A.&E. — have absorbed most of the struck road's passengers.

Federal Mediator George MacSwan said he had been approached by one of the union representatives on January 29 to arrange another meeting with representatives of the carrier, but saw no immediate hope that operations would be quickly restored.

Military Furlough Fares In Effect for Test Period

Reduced round trip furlough fares, good in coaches only, are being offered to military personnel traveling in uniform by all railroads for a trial period from January 26 through March 31. E. B. Padrick, chairman of the Transcontinental Passenger Association announced the test on behalf of all U.S. roads at Chicago on January 24.

The low fares are being placed in effect on an experimental basis for the benefit of the growing number of military personnel and to determine their reaction, Mr. Padrick explained. The fares will be based on a rate of 2.025 cents per mile, although in certain territories the rate will be somewhat less. A similar rate was in effect for military personnel during the holiday period from December 15 until January 10. (See *Railway Age*, December 9, 1950, page 56.)

Freight Car Loadings

Loadings of revenue freight in the week ended January 27 totaled 784,185 cars, the Association of American Railroads announced on February 1. This was an increase of 4,369 cars, or 0.6 per cent, compared with the previous week: an increase of 148,251 cars, or 23.3 per cent, compared with the corresponding week last year; and an increase of 104,883 cars, or 15.4 per cent,

compared with the equivalent 1949 week.

Loadings of revenue freight for the week ended January 20 totaled 779,816 cars; the summary for that week, as compiled by the Car Service Division, A.A.R., follows:

District	1951	1950	1949
Eastern	143,744	117,908	134,725
Allegheny ..	160,827	128,110	153,191
Pocahontas ..	61,111	44,812	60,145
Southern	140,486	112,878	125,586
Northwestern	85,126	63,903	72,084
Central Western	124,130	97,151	106,357
Southwestern	64,392	54,401	57,749
Total Western Districts ...	273,648	215,455	236,190
Total All Roads	779,816	619,163	709,837
Commodities:			
Grain and grain products ..	54,598	41,908	43,943
Livestock	9,568	9,165	10,507
Coal	158,766	114,899	158,493
Coke	17,003	12,165	15,394
Forest products	48,828	29,654	37,096
Ore	18,404	10,840	12,589
Merchandise l.c.l.	80,943	78,784	90,233
Miscellaneous	391,706	321,748	341,582
January 20 ..	779,816	618,163	709,837
January 13 ..	783,025	629,543	733,865
January 6 ...	662,444	505,753	721,507
Cumulative total 3 weeks ...	2,225,285	1,754,459	2,165,209

In Canada.—Carloadings for the week ended January 20 totaled 78,044 cars, compared with 78,708 cars for the previous week, and 64,069 cars for the corresponding week last year, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
January 20, 1951 ..	78,044	37,373
January 21, 1950 ..	64,069	28,892
Cumulative totals for Canada:		
January 20, 1951 ..	219,257	101,862
January 21, 1950 ..	184,216	81,121

"Keep Car Fleet Busy,"—Midwest Board Told

Getting more use from existing freight cars was the theme of the 92nd regular meeting of the Mid-West Shippers Advisory Board in Chicago January 22-24. C. F. Devine, chairman of the executive committee, urged members to get more use from present cars

Land, Sea and There!

SO FLOWS YOUR FOREIGN FREIGHT


Speed, efficiency and economy keynote C&O's import and export service to ships and shippers. C&O offers not only the modern port facilities of its ocean terminus at Newport News on Hampton Roads, but also excellent railway service to and from many principal industrial centers of America. You save money, too, because from a large section of the United States, inland rail rates to and from Newport News are lower than those in effect for other North Atlantic ports. Furthermore, at Newport News ship and rails meet at the pier, thus eliminating the delay and expense for lighterage and drayage plus the hazards involved in extra handling.

Remember, your regular freight forwarder can book your traffic via Newport News as readily as any other port. And on all problems pertaining to railway and ocean shipping of foreign and coastal freight, C&O's World Commerce Department stands ready to serve you.

It's land, sea and there for your foreign freight with the utmost speed, economy and efficiency when you let it go C&O.

A special service to exporters, importers and forwarders: Write for your free copy of C&O's sailing bulletin, issued twice a month, listing scheduled vessel movements from Newport News to ports of the world. Address: World Commerce Department, C&O Ry., Room 2256, 233 Broadway, New York.

Via
C&O's
Superb
Export
and
Import
Facilities
at
Newport
News

THE  HESSIE ROUTE FOR **FAST FREIGHT**

CHESAPEAKE AND OHIO RAILWAY



rather than rely on deliveries of new cars.

Speaking for the railroads, E. W. Coughlin, of the Car Service Division of the Association of American Railroads, outlined a four-point program whereby shippers can help improve car utilization. He suggested complete unloading and cleaning of cars, including complete removal of dunnage and bracing; strict adherence to car service rules requiring loading of cars in the direction of home; reducing average turn-around time at shippers' platforms by 12 hours; and heavier loading of cars. Careful observance of these four suggestions would, he estimated, have the effect of making possible about 111,400 additional carloadings a week without adding any new cars to the national supply.

In a move to improve car distribution and loading, the board passed a resolution urging staggered maturity dates on grain loans so that storage grain would not all be moved at the same time as the new crop.

Twin Conveyor Belt Bills Enter Ohio Legislature

Round two of the "battle of Ohio" — Riverlake Conveyor Belt Lines vs. the railroads of Ohio (minus the Akron, Canton & Youngstown) — got under way at Columbus as twin bills proposing establishment of legal authority for belt conveyor transportation companies were introduced into the state senate and house of representatives, respectively, on January 23. (See *Railway Age* of January 15, page 245.) The bills would confer public utility status on any company engaging "in the business of transporting property by means of belt conveyors, for the public generally and indiscriminately, for hire, to the extent of its capacity." They would place such companies under the jurisdiction and supervision of the state's public utilities commission, and would subject them to all such regulations as pertain to freight rates, abandonment, tax reporting and payments, right-of-way acquisition, public thoroughfare crossings, railroad crossings and other matters in keeping with legal rights and obligations of existing railroads and other public utilities.

That the bills have eliminated much of the criticism aimed at the project during round one of the battle two years ago, is conceded by representatives of railroads and others opposing the project. It is expected now that the bills will be attacked on the ground that the physical nature of the proposed belt operation is such that Riverlake Lines cannot qualify as a common carrier and cannot, therefore, exercise the right of eminent domain.

With the exception of the A.C.&Y., whose president, H. B. Stewart, Jr., also heads the Riverlake organization, the major Ohio railroads, through a special transportation committee, have begun active opposition to the project.

Committee Chairman Rufus H. Flinn, who is assistant to the Pennsylvania's vice-president at Pittsburgh, Pa., has pointed out in a press statement that the belt operators would have to arrange for segregation and storage of more than 300 grades of coal at each terminal. He also said that in order to prevent pile-ups, it would be necessary to stop the entire belt system in the event of breakdown of any section. At least 750,000 operating horsepower would be required, he said, to start the system again under load, and he added that such a great volume of power is generally available only during pre-dawn hours.

Mr. Flinn said the spillage factor, noted on existing short-haul materials-handling belt installations, would be materially increased on the Riverlake belt, due to higher operating speeds.

Union Wants Inspection Of Self-Propelled Cars

The Brotherhood of Locomotive Firemen & Enginemen has filed a petition with the Interstate Commerce Commission asking that present locomotive inspection rules be extended to include multiple unit cars and similar self-propelled vehicles designed to carry freight or passenger traffic.

A similar petition was filed recently with the commission by the Brotherhood of Locomotive Engineers. (See *Railway Age* of December 16, 1950, page 53.) In each case, the unions urged the commission to amend a 1925 order in which the I.C.C. eliminated these cars from the definition of the term "locomotive."

The B. of L.F.&E. petition said many railroads operate these units in unsafe condition due, in large part, "to the absence of comprehensive and enforceable rules and instructions for inspection and testing." It asked that each carrier be required to file such rules and instructions with the commission, or that the I.C.C. prepare and prescribe appropriate rules.

OVERSEAS

Missenden Resigns as Head Of British Railway Executive

Sir Eustace Missenden, who has been chairman of the British Railway Executive since its formation late in 1947, is retiring from that position, at his own request, "at the convenience" of the British Transport Commission.

Sir Eustace, who was born in 1886, has spent his entire working career in railway service, beginning in 1899 with the old South Eastern, and holding various increasingly responsible positions with that company prior to its amalgamation with others to form the Southern in 1923. From 1923 to 1930 he was London (East) divisional operating superintendent of the Southern;

from 1930 to 1933, assistant superintendent of operation; from 1933 to 1936, docks and marine manager, and from 1936 to the outbreak of World War II traffic manager. At the beginning of the war he assumed, in addition, the duties of acting general manager, and in April, 1942, was appointed general manager. He held that position until his appointment as chairman of the Railway Executive, in which post he has been operating head of all British railways brought under public ownership in 1948.

"Sir Eustace Missenden's departure from the chairmanship of the Railway Executive," the *Railway Gazette* (London) said, in commenting editorially upon his resignation, "may well mark the end of an epoch" of development of organization and establishment of fundamental standards. Although, the *Gazette* continued, "there is much still to be done . . . the next phase would seem to be the devolution of a greater measure of responsibility and control to the chief regional officers and the other officers in the regions."

Great Britain.—The British Railways' recently announced building program for 1951 calls for construction of 400 locomotives (including 345 steam, 51 diesel-electric and 4 diesel-mechanical locomotives), 2,440 passenger-train cars, and 39,975 freight-train cars (including 2,005 12- to 42-ton steel-carrying cars to provide for an anticipated increase in steel production, and 1,500 27-ton iron ore cars.) Shortage of materials and shop capacity restricted output in 1950, the announcement said, but this situation is expected to ease in 1951, enabling steps to be taken to overcome the acute shortage of modern passenger cars and certain types of freight cars.

SUPPLY TRADE

Personnel appointments for the traffic division of the **United States Steel Company**, recently announced by E. G. Plowman, vice-president—traffic, include the following: **L. L. Adams** and **T. L. Fossick**, assistants to vice-president—traffic; **D. M. Morewood**, assistant vice-president—traffic; **J. W. Hoover**, general traffic manager; **A. C. Schweitzer**, consultant to general traffic manager; **R. F. Holtz**, assistant to general traffic manager; **H. L. Aufderheid**, assistant general traffic manager at Pittsburgh, Pa.; and **W. A. Cramer**, assistant general traffic manager at Chicago.

Barrett-Cravens Company, Chicago, has merged with the **Crescent Truck Company**, Lebanon, Pa. The latter company will operate as a division of Barrett-Cravens with all sales conducted from the general office of Barrett-Cravens at 4609 South Western boulevard, Chicago.



KCS

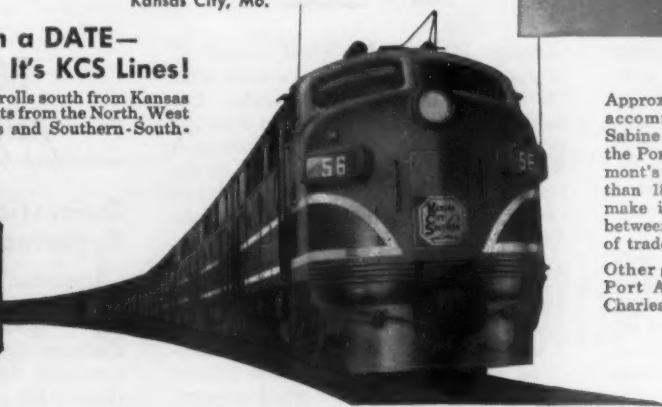
DIESELIZED FREIGHT

Check the facts—rates, schedules, speed, time saved, port facilities. See how much you can save by shipping direct—via KCS to the Gulf Ports. KCS offers fast, daily dieselized service to and from New Orleans, America's No. 2 Foreign Trade Zone; Port Arthur, Baton Rouge, Beaumont, Lake Charles—and all of the South-Southwest. Through transportation charges are actually lower on many commodities.

J. W. SCOTT, Vice President—Traffic
Kansas City, Mo.

For FREIGHT with a DATE— It's KCS Lines!

Every night at 8:40, KCS 77 rolls south from Kansas City, carrying rush shipments from the North, West and East to the Gulf Ports and Southern-Southwestern cities.



BEAUMONT

Approximately 45 million tons of cargo are accommodated annually by the vital Sabine-Neches Waterway—upon which the Port of Beaumont is situated. Beaumont's modern port facilities and more than 18,000 feet of deep-water frontage make it an important commercial link between Mid-America and world centers of trade.

Other great Gulf Ports—New Orleans, Port Arthur, Baton Rouge and Lake Charles are featured in this series.

Herbert L. Mausk has been elected vice-president, sales, railway division, of the **National Malleable & Steel Castings Co.**, and **Ellsworth H. Sherwood** has been elected assistant vice-president, sales, railway division.



Herbert L. Mausk

Mr. Mausk began his career with National in 1908 as office boy. He advanced steadily through engineering and railway sales positions until his appointment as general manager of sales, railway division, which position he has held for the last five years. Mr.



Ellsworth H. Sherwood

Sherwood joined the Cleveland (Ohio) works of National in 1920. He worked in various sales capacities until his appointment as manager of sales, railway division, at New York, which position he held at the time of his recent promotion.

Boetius H. Sullivan, Jr., vice-president and general manager of the **Orme Company**, has been elected president of the firm.

The Baker Industrial Truck division of the **Baker-Raulang Company** has appointed three new sales and service representatives as follows: In the New York metropolitan area and northern New Jersey, the Baker-Raulang N. Y. Corporation and the

Material Handling Equipment Company have been combined into a new organization—the **Material Handling Equipment Company**—with offices at 141 East 44th street, New York 17; in central and northeastern New York the **Material Handling Company**, 712 State Tower building, Syracuse, N. Y., has been appointed to handle all sales, service and engineering for Baker; and the Houston, Tex., branch of the **Dillon Scale & Equipment Co.**, 4014 Navigation boulevard, will represent the company in the area of Texas which borders the Gulf of Mexico.

Leo F. Cannon has been appointed assistant traffic manager of the **Pennsylvania Salt Manufacturing Company**.

Wesley H. Lees has been appointed general traffic manager for the **Westinghouse Electric Corporation**. Mr. Lees was associated with the Standard Oil Company of New York and the United States Chamber of Commerce before joining Westinghouse in 1939 as traffic manager, the position he held at the time of his recent appointment.

John S. Lundvall has been elected vice-president in charge of the Equipment Specialties division of the **Union Asbestos & Rubber Co.** Born at Davenport, Iowa, Mr. Lundvall graduated from that city's high school in 1922. For several years he was employed as a draftsman at the Davenport Locomotive Works, subsequently moving to



John S. Lundvall

Chicago. He attended night classes at Lewis Institute and was associated with the Harry Vissering & Okadee Co. prior to joining the Equipment Specialties Company, which Union Asbestos & Rubber acquired in 1936 and established as a division. Mr. Lundvall has been in charge of the division since 1945.

J. H. Baxter & Co. have established new headquarters at the Standard Oil building, 200 Bush street, San Francisco, Cal. The move was necessitated by expansion of business following acquisition of a new wood preserv-

ing plant at The Dalles, Ore. This plant, leased from the Union Pacific, will be operated by the Baxco Corporation, an affiliated company of J. H. Baxter.

E. C. Iverson has been appointed chief engineer of the **Towmotor Corporation**, Cleveland, Ohio. Mr. Iverson formerly was associated with the J. D. Adams Manufacturing Company.

OBITUARY

David W. Lamoreaux, president of Peerless Equipment Company, who died at St. Luke's hospital in Chicago on January 1, at the age of 66, began his career in the railroad field in the mechanical department of the Wheeling & Lake Erie. Subsequently he was



David W. Lamoreaux

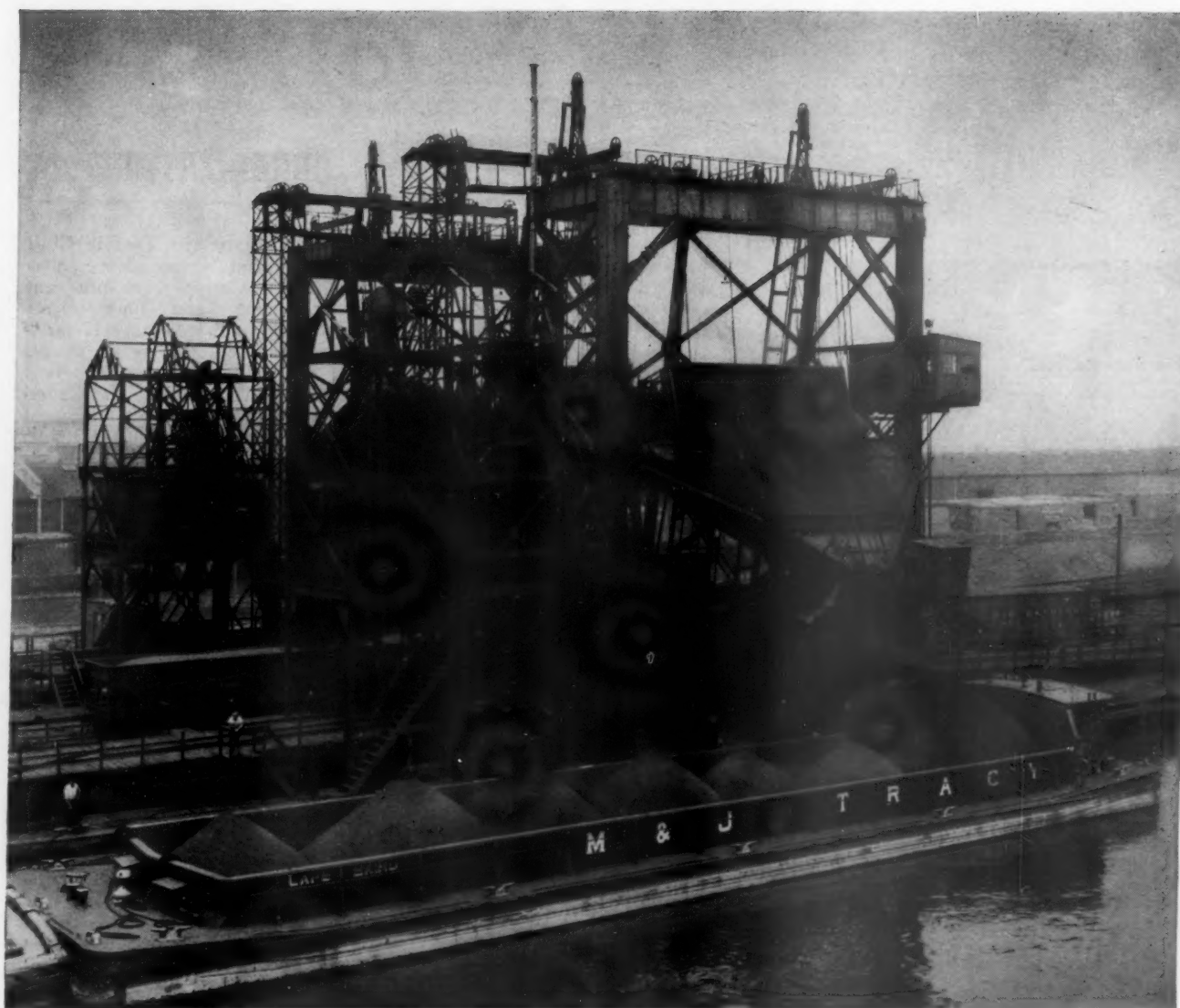
associated with the National Refining Company, and later with the Journal Box Servicing Corporation of Indianapolis, Ind. In June, 1937, he became president of Peerless Equipment Company and served in that capacity until the time of his death.

Andrew W. MacLean, vice-president of the MacLean-Fogg Lock Nut Company, Chicago, died on January 28 at St. Louis, Mo. Mr. MacLean was born in 1890 at Chicago and had been associated with MacLean-Fogg since 1928. He entered the company's service at Chicago and in 1934 moved to St. Louis, where he resided until his death.

EQUIPMENT AND SUPPLIES

Domestic Equipment Orders Reported in January

Domestic orders for 75 diesel-electric locomotive units, 12,170 freight cars and 5 passenger cars were reported in *Railway Age* in January. The locomotive units cost an estimated \$9,963,000, the freight cars an estimated \$66,210,-



LIFE for the Biggest City on Earth...

To some people coal is coal. But to the Lackawanna, coal is *life* for the biggest city on earth . . . power, light, warmth for the millions who live and work in New York.

A big part of New York's coal comes in on the Lackawanna . . . and facilities for speeding it on its way are second to none at the Lackawanna Hoboken Terminal.

For example, two coal dumpers like the one shown above can transfer 30 cars of coal per hour

from hoppers to barges. Feeding these dumpers are miles of storage tracks, a gravity yard where hoppers are rolled in under their own momentum, and 4 heating houses capable of thawing 54 cars of coal simultaneously during winter months.

Whether it's coal or packaged freight, perishables or heavy machinery, modern Lackawanna efficiency adds up to preferred handling for your shipments. That's why so many of the world's great shippers specify Lackawanna—to or through New York.

Lackawanna Railroad

SHIPPERS WHO ARE IN THE KNOW, CHOOSE THE ROUTE OF PHOEBE SNOW



LOCOMOTIVES					
Purchaser	No.	Type	Issue Reported	Builder	
C. of N. J.	14	1,600-hp. Gen. Purpose	Jan. 8	American-G.E.	
	1	1,000-hp. Rd.-Switch.	Jan. 8	American-G.E.	
	9	1,200-hp. Switching	Jan. 8	Electro-Motive	
	7	1,200-hp. Switching	Jan. 8	Baldwin-Lima-Ham.	
	4	2,250-hp. Passenger	Jan. 8	Electro-Motive	
I. C.	3	1,500-hp. Switching	Jan. 8	Electro-Motive	
	35	1,200-hp. Switching	Jan. 8	Electro-Motive	
	2	600-hp. Switching	Jan. 8	Electro-Motive	
FREIGHT CARS					
Banger & Aroostook	500	40-ton Refrigerator	Jan. 22	R. R. Shops	
Buffalo Creek	500	50-ton Box	Jan. 29	Amer. Car. & Fdy.	
	500	50-ton Box	Jan. 29	Pullman-Standard	
C. & E. I.	200	50-ton Box	Jan. 22	Amer. Car & Fdy.	
	300	50-ton Box	Jan. 22	R. R. Shops	
	300	70-ton Triple Hopper	Jan. 29	Pressed Steel Car	
	700	50-ton Hopper	Jan. 29	Pressed Steel Car	
	120	70-ton Gondola	Jan. 22	Greenville Steel Car	
Ford Motor Co.	3,000	70-ton Hopper	Jan. 29	Pullman-Standard	
L. & N.	2,200	50-ton Box	Jan. 29	Pullman-Standard	
	300	50-ton Box	Jan. 29	Pressed Steel Car	
	450	Pulpwood	Jan. 29	R. R. Shops	
N. P.	500	Box	Jan. 8	R. R. Shops	
	100	Covered Hopper	Jan. 8	R. R. Shops	
S. P.	1,500	50-ton Box	Jan. 22	R. R. Shops	
U. P.	500	40-ton Stock	Jan. 22	R. R. Shops	
	500	70-ton Cov. Hopper	Jan. 22	R. R. Shops	
PASSENGER CARS					
M. P.	4	Planetarium Dome	Jan. 15	Pullman-Standard	
T. & P.	1	Planetarium Dome	Jan. 15	Pullman-Standard	

000 and the passenger cars an estimated \$750,000. An accompanying table lists the orders in detail.

FREIGHT CARS

The **Chesapeake & Ohio** is inquiring for 2,500 70-ton hopper cars, 1,000 50-ton 40-ft. box cars, 750 50-ton 50-ft. box cars, 200 70-ton covered hopper cars, 200 70-ton mill-type gondola cars and 250 70-ton flat cars.

The **Norfolk & Western** has ordered 3,000 70-ton hopper cars from its own shops for delivery beginning in the last quarter of 1951, and 500 50-ton box cars from the Pullman-Standard Car Manufacturing Company for delivery beginning next December.

LOCOMOTIVES

The **Nashville, Chattanooga & St. Louis** has ordered 21 diesel-electric locomotive units from the Electro-Motive Division of General Motors Corporation at an estimated cost of \$3,034,000. Included in the order are six 1,500-hp. road, ten 1,500-hp. road-switching, and five 1,200-hp. switching units. Expected delivery date of the switchers is February 15 and the other units are scheduled for delivery by March 15. Acquisition of this equipment will give the road 128 diesel-electric units, enabling it to dieselize 100 per cent.

The **Norfolk & Western** has ordered six class Y6b 2-8-8-2 freight locomotives from its own shops. Construction will begin after completion of 15 switching locomotives now under construction there (see *Railway Age* of July 8, 1950, page 109).

The **Northern Pacific** has ordered six 4-unit 6,000-hp. freight and three 1,500-hp. road-switching diesel-electric locomotives from the Electro-Motive-Division of General Motors Corporation. Delivery of the road-switches is scheduled for March and of the freight locomotives for May and June. The road's intention to purchase this equipment, at a cost exceeding \$4,000,000, was reported in *Railway Age* of January 8, page 64.

SIGNALING

Long Island.—See Financial News.

The **New Orleans Union Passenger Terminal** has awarded to the General Railway Signal Company a \$938,000 contract covering the new terminal's signal and interlocking system.

The **Texas & New Orleans** has ordered from the Union Switch & Signal Co. material to convert the mechanical interlocking at Tower 6, El Paso, Tex., to an all-relay type. Control of this interlocking, and of a remote interlocking at T. & N. O. Jct., will be consolidated at Tower 196. A 2½-ft. section will be added to the present 7½-ft. style C control machine at Tower 196 to handle the additional facilities. The order also includes style H-2 searchlight signals, style N-2 color light dwarf signals, style M-2 electric switch machines, relays, rectifiers, transformers and housings. Field installation will be done by railroad forces.

The **Union Pacific** has ordered from the Union Switch & Signal Co. material to modernize automatic signaling, including respacing of signals, on 45 mi. of single track between Salina, Kan., and Black Wolf. The order includes searchlight and color-light

signals, relays, rectifiers, motor car indicators and housings. Field installation will be done by railroad forces.

ORGANIZATIONS

The **San Francisco Traffic Club** has elected Paul Weeks, of the Interstate Express Company, as president for the coming year. Other officers elected at the club's January 17 meeting include Allan Stanbridge, of the Hazel Atlas Glass Company, vice-president; David Bell, of the Zellerbach Paper Company, secretary; and Victor Weiss, of the California Public Utilities Commission, treasurer. Gustave Lowe, assistant to the general traffic manager of the Kaiser Aluminum & Chemical Corp., spoke on the subject "Should the Traffic Man be Professionalized?"

Major General Karl Truesdell, president of the District of Columbia Chapter of the Sons of the American Revolution, will speak on "George Washington as a Transportation Man" at the next meeting of the **Washington Chapter of the Railroad Business Women's Association**. The meeting will be held February 20 at the New Colonial Hotel in Washington, D. C. The R.B.W.A. chapter was organized last October. Its chairman is Miss Mae Hayes of the Association of American Railroads.

The **Trans-Missouri-Kansas Shippers Board** will hold its next meeting at the Hotel De Soto, St. Louis, Mo., on March 21 and 22.

Winona, Minn., has been selected as the locale for the April 26 meeting of the **Northwest Shippers Advisory Board**.

The **Eastern Car Foreman's Association** will hold its next meeting in Room 502, Engineering Societies building, 29 West 39th street, New York, on February 9, at 7:45 p.m. T. J. Borning, general foreman, MCB Clearing House, on the Pennsylvania, at Altoona, Pa., will speak on "1951 A.A.R. Interchange Rules."

"The Vapor Drying Process" will be the subject of an address by W. E. Gadd, manager, vapor drying division, Taylor-Colquitt Company, Spartanburg, S. C., at the next meeting of the **Metropolitan Maintenance of Way Club**. This meeting will be held on February 20 at the Hotel Shelburne, Lexington avenue and 37th street, New York, at 8 p.m.

Meetings & Conventions

The following list gives names of secretaries, dates of next or regular meetings and places of meetings.

AIR BRAKE ASSOCIATION.—Lawrence Wilcox, Room 80 E. Jackson Blvd., Chicago 4, Ill.
ALLIED RAILWAY SUPPLY ASSOCIATION.—C. F. Well,

L.C.L.

FREIGHT MERCHANDISE SERVICE

fast and dependable

via KATY KOMET
and other Katy Fast Freights

to and from
**MISSOURI, KANSAS,
OKLAHOMA and TEXAS**

*speeds shipments
whatever their size*



COORDINATED RAIL-TRUCK SERVICE

Just phone your nearest Katy representative and tell him *what* you have to ship and *where* it's going.

From then on, Katy's safe, modern, ON-TIME L. C. L. service takes over until shipment is delivered to your customers' door.

**Free pick-up and delivery
from and to shippers' door**

All cars are worked at our freight houses day of arrival.



NATURAL ROUTE SOUTHWEST

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Katy representative
for details

American Brake Shoe Company, 6th floor, 109 N. Wabash Ave., Chicago 2, Ill.

AMERICAN ASSOCIATION OF BAGGAGE TRAFFIC MANAGERS.—E. P. Soebbing, 1450 Railway Exchange Bldg., St. Louis 1, Mo. Annual meeting, June 5-7, 1951, Atlantic City, N. J.

AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS.—B. D. Branch, C.R.R. of N. J., 143 Liberty St., New York 6, N. Y.

AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, June 12-14, 1951, Hotel Stevens, Chicago, Ill.

AMERICAN ASSOCIATION OF TRAVELING PASSENGER AGENTS.—C. A. Melin, P. O. Box 5025, Cleveland 1, Ohio.

AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION.—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, September 17-19, 1951, Hotel Stevens, Chicago, Ill.

AMERICAN RAILWAY CAR INSTITUTE.—W. C. Tabbert, 19 Rector St., New York 6, N. Y.

AMERICAN RAILWAY DEVELOPMENT ASSOCIATION.—E. L. Beardsley, Denver & Rio Grande Western, Denver 2, Colo. Annual meeting, April 18-20, 1951, Chase Hotel, St. Louis, Mo.

AMERICAN RAILWAY ENGINEERING ASSOCIATION.—Works in cooperation with the Association of American Railroads, Engineering Division—Neal D. Howard, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 13-15, 1951, Palmer House, Chicago, Ill.

AMERICAN RAILWAY MAGAZINE EDITORS' ASSOCIATION.—W. B. Grumley, Nickel Plate Road Magazine, 432 Terminal Tower, Cleveland 1, O.

AMERICAN SHORT LINE RAILROAD ASSOCIATION.—C. E. Huntley, 2000 Massachusetts Ave., N. W., Washington 6, D. C. Annual meeting, October 2-4, 1951, Roosevelt Hotel, New Orleans, La.

AMERICAN SOCIETY FOR TESTING MATERIALS.—R. J. Painter, Asst. Secretary, 1916 Race St., Philadelphia 3, Pa. Spring meeting and Committee Week, March 5-9, 1951, Nederland Plaza Hotel, Cincinnati, O. Annual meeting, June 18-22, 1951, Chalfonte-Haddon Hall, Atlantic City, N. J.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—C. E. Davies, 29 W. 39th St., New York 18, N. Y. Railroad Division—E. L. Woodward, Railway Mechanical and Electrical Engineer, 79 W. Monroe St., Chicago 3, Ill.

AMERICAN WOOD-PRESERVERS' ASSOCIATION.—H. L. Dawson, 839 Seventeenth St., N. W., Washington 6, D. C. Annual meeting, April 24-26, 1951, Hotel Stevens, Chicago, Ill.

ASSOCIATED TRAFFIC CLUBS OF AMERICA, INC.—R. A. Ellison, Cincinnati Chamber of Commerce, Federal Reserve Bank Bldg., Cincinnati 2, O.

ASSOCIATION OF AMERICAN RAILROAD DINING CAR OFFICERS.—W. F. Ziervogel, 605 S. Ranken Ave., St. Louis 3, Mo. Annual meeting, 1951, St. Louis, Mo.

ASSOCIATION OF AMERICAN RAILROADS.—George M. Campbell, Transportation Bldg., Washington 6, D. C.

Operations and Maintenance Department.—J. H. Aydelott, Vice-President, Transportation Bldg., Washington 6, D. C.

Operating-Transportation Division.—L. R. Knott, 59 E. Van Buren St., Chicago 5, Ill.

Operating Section.—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill.

Transportation Section.—H. A. Eaton, 59 E. Van Buren St., Chicago 5, Ill.

Communications Section.—A. H. Grothmann, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, Quebec, Que., October, 1951.

Fire Protection and Insurance Section.—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill.

Freight Station Section.—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, May 15-17, 1951, Congress Hotel, Chicago, Ill.

Medical and Surgical Section.—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, April 2, 1951, Drake Hotel, Chicago, Ill.

Protective Section.—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting May 8-10, 1951, St. Francis Hotel, San Francisco, Cal.

Safety Section.—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, June 5-7, 1951, Hotel Statler, Detroit, Mich.

Engineering Division.—Neal D. Howard, 59 E. Van Buren St., Chicago 5, Ill.

Construction and Maintenance Section.—Neal D. Howard, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 13-15, 1951, Palmer House, Chicago, Ill.

Electrical Section.—Neal D. Howard, 59 E. Van Buren St., Chicago 5, Ill.

Signal Section.—R. H. C. Balliet, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, September 10-12, 1951, Edgewater Beach Hotel, Chicago, Ill.

Mechanical Division.—Fred Peronto, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, June 26-28, 1951, Congress Hotel, Chicago, Ill.

Electrical Section.—Fred Peronto, 59 E. Van Buren St., Chicago 5, Ill.

Purchases and Stores Division.—Charles E. Woodson, executive vice-chairman, Transportation Bldg., Washington 6, D. C.

Freight Claim Division.—C. C. Beauprie, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, May 22-24, 1951, St. Francis Hotel, San Francisco, Cal.

Motor Transport Division.—George M. Campbell, Transportation Bldg., Washington 6, D. C.

Car Service Division.—Arthur H. Gass, Chairman, Transportation Bldg., Washington 6, D. C.

Finance, Accounting, Taxation and Valuation Department.—E. H. Bunnell, Vice-President, Transportation Bldg., Washington 6, D. C.

Accounting Division.—E. R. Ford, Transportation Bldg., Washington 6, D. C. Annual meeting June 11-14, 1951, Hotel Biltmore, New York, N. Y.

Treasury Division.—E. R. Ford, Transportation Bldg., Washington 6, D. C. Annual meeting, October, 1951, Palm Beach, Fla.

Traffic Department.—Walter J. Kelly, Vice-President, Transportation Bldg., Washington 6, D. C.

ASSOCIATION OF INTERSTATE COMMERCE COMMISSION PRACTITIONERS.—Sarah F. McDonough (Executive Secretary) 2218 I.C.C. Building, Washington 25, D. C.

ASSOCIATION OF RAILROAD ADVERTISING MANAGERS.—R. P. Schaffer, Chicago & North Western Ry., 400 W. Madison St., Chicago 6, Ill. Annual meeting, January 22-24, 1951, Ponce de Leon Hotel, St. Augustine, Fla.

ASSOCIATION OF RAILWAY CLAIM AGENTS.—F. L. Johnson, Gulf, Mobile & Ohio R. R., 104 St. Francis St., Mobile 5, Ala. Annual meeting, May 2-4, 1951, Hotel Buena Vista, Biloxi, Miss.

BRIDGE AND BUILDING SUPPLY MEN'S ASSOCIATION.—L. R. Gurley, Modern Railroads, 201 N. Wells St., Chicago 6, Ill.

CANADIAN RAILWAY CLUB.—C. R. Crook, 4415 Marcell Ave., N. D. G., Montreal 28, Que. Regular meeting second Monday of each month, except June, July and August, Mount Royal Hotel, Montreal, Que.

CAR DEPARTMENT ASSOCIATION OF ST. LOUIS.—D. W. Kramer, Relay Depot Mail Room, East St. Louis, Ill. Regular meetings fourth Tuesday of each month, except June, July and August, Hotel DeSoto, St. Louis, Mo.

CAR DEPARTMENT OFFICERS' ASSOCIATION.—F. H. Stummel, 6536 Oxford Ave., Chicago 31, Ill.

CAR FOREMEN'S ASSOCIATION OF CHICAGO.—J. A. Dinges, 8637 South Euclid Ave., Chicago 17, Ill. Regular meetings, second Monday of each month, except June, July and August, LaSalle Hotel, Chicago, Ill.

CENTRAL RAILWAY CLUB OF BUFFALO.—R. E. Mann, Hotel Statler, McKinley Square, Buffalo 5, N. Y. Regular meetings, second Thursday of each month, except June, July and August, Hotel Statler, Buffalo, N. Y.

COORDINATED RAILROAD MECHANICAL ASSOCIATIONS.—C. F. Weil, American Brake Shoe Company, 6th floor, 109 N. Wabash Ave., Chicago 2, Ill.

EASTERN ASSOCIATION OF CAR SERVICE OFFICERS.—H. C. Rochester, Canadian National, Montreal, Que.

EASTERN CAR FOREMAN'S ASSOCIATION.—W. P. Dizard, 30 Church St., New York 7, N. Y. Regular meetings, second Friday of January, February, March, April, May, October and November, 29 W. 39th St., New York, N. Y.

LOCOMOTIVE MAINTENANCE OFFICERS' ASSOCIATION.—C. M. Lipscomb, 1721 Parker St., North Little Rock, Ark.

MAINTENANCE OF WAY CLUB OF CHICAGO.—E. C. Patterson, 400 W. Madison St., Chicago 6, Ill. Regular meetings, fourth Monday of each month, October through April, inclusive, except December, when the third Monday, at Eitel's Restaurant, Field Bldg.

MASTER BOILER MAKERS' ASSOCIATION.—A. F. Stiglmeier, 29 Parkwood St., Albany 3, N. Y.

METROPOLITAN MAINTENANCE OF WAY CLUB.—John S. Vreeland (Act. Secy.), Simmons-Boardman Publishing Corp., 30 Church St., New York 7, N. Y. Meets in February, April, October, and December. Next meeting, February 20, 1951, Skyline Room, Hotel Shelburne, New York, N. Y.

MILITARY RAILWAY SERVICE VETERANS.—S. Thomson, 1061 W. Sheridan Road, Chicago 40, Ill.

NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS.—Austin L. Roberts, Jr., 7413 New Post Office Bldg., Washington 25, D. C.

NATIONAL ASSOCIATION OF SHIPPERS' ADVISORY BOARDS.—John N. Lind, National Supply Company, Grant Building, Pittsburgh, Pa.

NATIONAL DEFENSE TRANSPORTATION ASSOCIATION.—Miss Lois E. Casavari, 930 F. St., N. W., Washington 4, D. C.

NATIONAL INDUSTRIAL TRAFFIC LEAGUE.—Edward F. Lacey, Suite 450, Munsey Bldg., Washington 4, D. C.

NATIONAL RAILWAY APPLIANCE ASSOCIATION.—R. B. Fisher, 59 E. Van Buren St., Chicago 5, Ill.

NATIONAL SAFETY COUNCIL, RAILROAD SECTION.—R. C. Sabens, New York, Chicago & St. Louis, Terminal Tower, Cleveland 1, O.

NEW ENGLAND RAILROAD CLUB.—William M. McCombs, 35 Lewis Wharf, Boston 10, Mass. Regular meetings, second Tuesday of each month, except June, July, August and September, Hotel Vendome, Boston, Mass.

NEW YORK RAILROAD CLUB.—C. T. Stansfield, 30 Church St., New York 7, N. Y. Regular meetings, third Thursday of each month, except June, July, August, September and December, 29 W. 39th St., New York, N. Y.

NORTHWEST CARMEN'S ASSOCIATION.—G. H. Wells, Northern Pacific Railway, St. Paul 1, Minn. Regular meetings, first Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

NORTHWEST LOCOMOTIVE ASSOCIATION.—R. M. Wigfield, Northern Pacific Ry., Room 1134, C. O. Bldg., St. Paul 1, Minn. Regular meetings, third Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

PACIFIC RAILWAY CLUB.—S. E. Byler, 121 E. Sixth St., Los Angeles 14, Cal. Regular meetings, second Thursday of each alternate month at Palace Hotel, San Francisco, Cal., and Hotel Biltmore,

Los Angeles, Cal.

RAILWAY BUSINESS ASSOCIATION.—P. H. Middleton, First National Bank Bldg., Chicago 3, Ill.

RAILWAY CLUB OF PITTSBURGH.—J. D. Conway, 614 Pittsburgh Life Bldg., Pittsburgh 22, Pa. Regular meetings, fourth Thursday of each month, except June, July, August, September and December, Fort Pitt Hotel, Pittsburgh, Pa.

RAILWAY ELECTRIC SUPPLY MANUFACTURERS' ASSOCIATION.—J. McC. Price, Allen-Bradley Company, 445-447 N. LaSalle St., Chicago 10, Ill.

RAILWAY FUEL AND TRAVELING ENGINEERS' ASSOCIATION.—L. H. Peters, New York Central, Room 1213, 139 W. Van Buren St., Chicago, Ill.

RAILWAY SUPPLY MANUFACTURERS' ASSOCIATION.—A. W. Brown, 60 E. 42nd St., New York 17, N. Y.

RAILWAY TELEGRAPH AND TELEPHONE APPLIANCE ASSOCIATION.—C. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with Communications Section of A.A.R.

RAILWAY TIE ASSOCIATION.—Roy M. Edmonds, 912 Shell Building, St. Louis 3, Mo. Annual meeting, September 25-27, Netherlands Plaza Hotel, Cincinnati, Ohio.

ROADMASTERS AND MAINTENANCE OF WAY ASSOCIATION.—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, September 17-19, 1951, Hotel Stevens, Chicago, Ill.

SIGNAL APPLIANCE ASSOCIATION.—C. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with A.A.R. Signal Section.

SOUTHEASTERN RAILWAY DIESEL CLUB.—H. W. Brewer, Seaboard Air Line, Jacksonville, Fla. Regular meetings, second Tuesday in February, April, June, August, October and December, 9:30 a.m., Mayflower Hotel, Jacksonville, Fla.

SOUTHERN AND SOUTHWESTERN RAILWAY CLUB.—A. T. Miller, 4 Hunter St., S. E., Atlanta, Ga. Regular meetings third Thursday in January, March, May, July, September and November, Ansley Hotel, Atlanta, Ga.

SOUTHERN ASSOCIATION OF CAR SERVICE OFFICERS.—E. E. Humble, High Point, Thomasville & Denton, High Point, N. C.

TORONTO RAILWAY CLUB.—D. L. Chambers, P. O. Box 8, Terminal "A," Toronto 2, Ont. Regular meetings, fourth Monday of each month, except June, July, and August, Royal York Hotel, Toronto, Ont.

TRACK SUPPLY ASSOCIATION.—Lewis Thomas, Q and C Company, 59 E. Van Buren St., Chicago 5, Ill.

UNITED ASSOCIATIONS OF RAILROAD VETERANS.—Luther Fritts, 155 West Summit St., Somerville, N. J.

WESTERN RAILWAY CLUB.—E. E. Thulin, Suite 339, Hotel Sherman, Chicago 1, Ill. Meetings scheduled for: Regular meetings, third Monday of February, March, April and May, 1951, Hotel Sherman, Chicago, Ill.

WESTERN ASSOCIATION OF RAILWAY TAX COMMISSIONERS.—A. B. Olson, 210 South Canal St., Chicago, Ill. Regular meetings, first Wednesday of each month, Traffic Club, Palmer House, Chicago, Ill.

ABANDONMENTS

Division 4 of the I.C.C. has authorized:

CENTRAL OF GEORGIA.—To abandon 17.2 mi. of branch line from Chickamauga, Ga., to Durham, over which there has been no service since April 5, 1949.

CONSTRUCTION

P.R.R. to Complete Pittsburgh Project

The Pennsylvania's Pittsburgh, Pa., passenger terminal project will cost \$7,000,000 more than originally contemplated, because of increased prices of labor and material, according to J. A. Appleton, vice-president. Total cost of the program will be \$27,000,000, he said in disclosing that the road's directors have appropriated the balance of the money needed — more than \$20,000,000 — for the improvement program, thus enabling completion within the next three years, instead

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Look what's coming down the track!

Don't let this machine scare you—it helps to give you a smoother ride and does the same job for freight!

It is Erie's new stone ballast cleaning machine that works along the track on its own power. It scoops up the ballast to a depth of 14 to 18 inches, shakes it clean through a vibrating screen and shoots the dirt out beyond the tracks. Clean ballast that drains well keeps the bumps out of the ride.

This new machine does the work better and faster than older methods and is another example of Erie's progressive railroading—building a better railroad for the safe, dependable transportation of passengers and freight. Continuous improvements such as this keep the Erie ready to serve our country well in peacetime or war.

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of four to five years as first planned.

"Part of the increased cost," Mr. Appleton pointed out, "is due to the work of relocation of utilities in moving Liberty avenue. Water and gas mains are being moved, although this work was not contemplated in the original plan. That work is progressing satisfactorily and as soon as the street is moved we will start building the wall along Liberty avenue, necessary before wider platforms can be built. While much of the preliminary work is not visible to the public, we have already spent nearly \$3,000,000. The entire project, of course, will depend on our ability to get materials should critical shortages develop."

The entire project will include: Extension of station tracks and new, wider platforms; an exit on Liberty avenue between 13th and 14th streets; a new interlocking plant; new enclosed shelters over platforms; construction of a lower concourse, with moving stairways, to permit passengers to reach westbound trains without crossing tracks; building of moving stairways leading directly to Grant street ramp, for commuters who do not wish to go through station building; construction of a pedestrian footbridge over Liberty avenue; modernization of outside rotunda leading to station's main entrance; widened walks and more space for taxicabs and automobiles; complete modernization of waiting rooms; and redecorated walls, new floor, refinished columns and new indirect lighting.

Atchison, Topeka & Santa Fe.—This road's wholly-owned subsidiary, the California, Arizona & Santa Fe, has been authorized by the I.C.C. to construct a new line of approximately 3.5 miles between Bumstead, Ariz., and Fennemore. The line will cost approximately \$66,980, and will connect branch lines of the Santa Fe, which will operate the new line. In authorizing this construction project, the I.C.C. also approved an application by the roads to abandon an existing line of approximately 3.8 miles in the same area. The track changes are expected to result in increased traffic and lower maintenance costs.

Baltimore & Ohio.—Contracts calling for an estimated expenditure of \$125,000 have been awarded by this road to: The Empire Construction Company for reconstructing bridge 62-A, Kiamensi, Del.; the Wolter Construction Company for alterations to freight-house facilities, Louisville, Ky.; and the William J. Lange Contracting Company for repairs to pier 39, North river, New York.

New Orleans Union Passenger Terminal.—The \$450,000 express building has been completed and is now in service. Construction of passenger platforms and canopies is covered by a contract awarded to Lionel F. Favret. There will be six reinforced concrete track level platforms, each 20 ft. wide, with capacities ranging from

10 to 20 cars. The canopies will be steel frame butterfly type, of sufficient width and height to extend out over one-third of the width of cars standing at the platforms. Total cost of this work will approximate \$817,706. Work on furnishing, fabricating and erecting structural steel for the station building is covered by a contract awarded to the Steel Construction Company, Birmingham, Ala., in the amount of \$154,580; it calls for use of approximately 550 tons of structural steel. The signal and interlocking system for the terminal is covered in a \$938,003 contract awarded to the General Railway Signal Company. (A previous report on this publicly owned passenger terminal appeared in *Railway Age* on October 14, 1950.

FINANCIAL

Alleghany Corporation.—*New Director.*—Radcliffe Swinnerton, a former governor of the New York Stock Exchange, has been elected a member of this organization's board of directors.

Atchison, Topeka & Santa Fe.—*Proposes Two-for-One Split.*—Directors of this company have approved a plan to split both its preferred and common stocks on a basis of two \$50-par shares for each \$100-par share now outstanding. If the plan is approved by the I.C.C., and by the road's stockholders, to whom it will be submitted at the annual meeting on April 26, the split will become effective on August 1. The proposed split, according to Santa Fe President F. G. Gurley, "will broaden the market for Santa Fe shares and facilitate a wider distribution with an increased number of stockholders, which would in turn create a greater public interest in the company."

Boston & Maine.—*Stock Adjustment.*—Following receipt of the required number of assents from the stockholders, this road's plan for modifying its stock under provisions of the so-called Mahaffie Act has received final approval from the I.C.C. The plan, which was outlined in *Railway Age* of April 22, 1950, page 76, covers eight B.&M. stock issues, and is designed to clear up dividend arrearages and simplify the road's capital structure. The old issues will be exchanged for new 5 per cent preferred or common, as provided in the plan. The commission's report approved the appointment of the Old Colony Trust Company, Boston, Mass., as exchange agent for the B.&M. The stock modifications are to be effective as of January 1, 1949.

Central of Georgia.—*Acquisition.*—This road has applied to the I.C.C. for authority to acquire control of the South Western by purchasing up to 24,516 shares of the latter's common stock at \$75 a share. The Central has

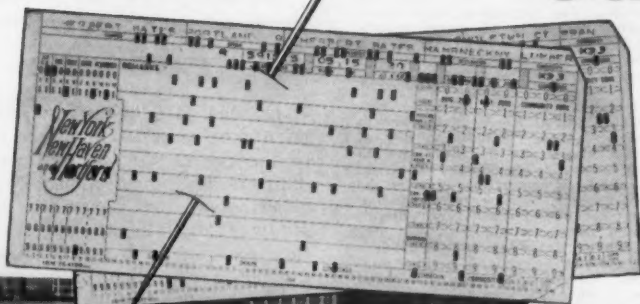
operated the South Western properties under court order since July 1, 1948, and under lease prior to that time. The South Western includes 298.7 miles of main line, and 32.6 miles of branch line, in Georgia and Alabama. It has 51,911 shares of stock outstanding, of which the Central now owns 1,440. In discussing the proposed acquisition, the Central said additions and betterments to be made on the South Western in the near future will cost approximately \$3,662,090, plus an additional \$450,000 for automatic signals if funds permit.

Great Northern.—*Acquisition.*—The Chicago, Milwaukee, St. Paul & Pacific has been authorized to intervene in connection with this road's pending application for authority to acquire control of the Pacific Coast Railroad. (See *Railway Age* of November 18, 1950, page 80.) The C.M.St.P.&P. wants assurances that its present contracts and traffic and routing agreements with the P.C. road will be continued, and that in the future the latter road will be left free to deal independently with the C.M.St.P.&P. and not be simply a part of the G.N. Among other things, the P.C., through track-age rights agreements, furnishes the C.M.St.P.&P. with access to Seattle, Wash., and Tacoma.

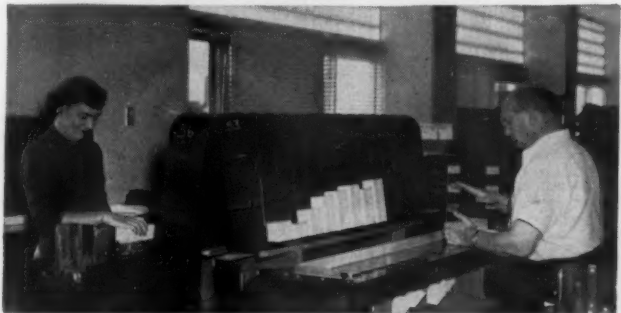
Long Island.—*\$6 Million Borrowed for Safety Program.*—Bank loans totaling \$6,000,000 to finance this company's new long-range safety program have been negotiated with 11 banks on Long Island and five in New York City, according to William H. Draper, Jr., trustee. The loans will be secured by issuance of trustee's certificates and are to be repaid over a 5-year period. "Since the railroad is not now earning its taxes and fixed charges," Mr. Draper said, "these new obligations must have priority over claims of the Pennsylvania and also over payment of taxes and other similar obligations. This will require cooperation of the various public taxing authorities . . . The arrangement provides for payment of a commitment commission at the rate of 1/2 per cent per annum until the money is borrowed, which saves most of the 3 1/2 per cent interest cost until funds are actually required. I am therefore proceeding as rapidly as possible to place orders for the equipment itself . . . The total installation can be completed and in operation within 18 months."

The safety program, Mr. Draper added, includes an automatic speed control system over the most heavily traveled electrified portions of the road, work on the design and track layout of which has been under way for several weeks. This will be installed on the North Side branch between Harold avenue, Long Island City, and Port Washington; on the Montauk branch between Jamaica and Babylon; on the main line between Harold avenue and Jamaica and between Jamaica and Mineola; on the

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Hempstead branch between Floral Park and Hempstead; and on the Atlantic branch between Jamaica and Valley Stream. The system will be so designed that no train may enter or proceed through a block occupied by another train at a speed of more than 12 m.p.h. The program also includes automatic tripper type train stops on those portions of the Atlantic branch, between Flatbush avenue, Brooklyn, and Jamaica, not now so equipped. Automatic train stops already are in service in tunnels on this branch and installation of trippers on the portion above ground will provide full automatic train stop protection. Installation, to begin as soon as I.C.C. approval is obtained, should be completed within three months.

Mr. Draper said on January 29 that he had received "unofficial but strong" assurance from defense production authorities in Washington, D. C., that the road's long range program will receive "top priority."

Equipment is being ordered as needed from the Union Switch & Signal Co.

Missouri-Pacific.—Reorganization.—The I.C.C. has approved payment of \$25,000 a year to Russell L. Dearmont as counsel for the trustee of this road. The new pay rate is effective as of January 1, 1951. Mr. Dearmont has been counsel for the trustee since 1936.

Southern. — Acquisition. — Division 4 of the I.C.C. has approved this road's application for authority to acquire the 31.2-mi. Richmond & Mecklenburg. The division's findings were in line with those recommended by I.C.C. Examiner J. S. Prichard, whose proposed report was outlined in *Railway Age* of November 11, 1950, page 103. Only 76% shares of R.&M. stock are known to be in existence, aside from that already owned by the Southern, and the commission fixed the value of these minority shares at \$52 each. The R.&M. extends between Keysville, Va., and Clarksville Junction, and has been operated by the Southern since November 1, 1898. Under the present transaction the R.&M. will be dissolved and its properties distributed to the Southern.

Southern. — Bond Extension. — This road has been authorized by the I.C.C. to extend \$12,500,000 of its St. Louis division first mortgage 4 per cent bonds. The bonds, due January 1, 1951, will be extended to January 1, 1976. The I.C.C. report said that by keeping these bonds alive the Southern will be provided with high-grade collateral for use in future financing or for other purposes. (See *Railway Age* of January 8, page 66.)

New Securities

Application has been filed with the I.C.C. by:

NASHVILLE, CHATTANOOGA & ST. LOUIS.—To assume liability for \$2,415,000 of series G equipment trust certificates to finance in part 21

diesel-electric locomotives costing an estimated \$3,021,422, as follows:

Description and Builder	Estimated Unit Cost
6 1,500-hp. road locomotives, "A" units (Electro-Motive Division, General Motors Corporation)	\$172,627
10 1,500-hp. general purpose locomotives (Electro-Motive)	149,663
5 1,200-hp. switching locomotives (Electro-Motive)	97,806

The application said acquisition of this equipment will enable the road to retire all of its remaining steam locomotives. (See Equipment and Supplies News.) The certificates, to be dated February 1, would mature in 15 annual installments of \$161,000 each, beginning February 1, 1952. They would be sold on the basis of competitive bids, with the interest rate to be set by such bids.

PENNSYLVANIA-UNITED NEW JERSEY RAILROAD & CANAL COMPANY.—For the latter to issue and deliver to the P.R.R. \$5,669,000 of general mortgage bonds, and for the former to assume liability for the bonds. The bonds would be sold on the basis of competitive bids by the P.R.R., and the proceeds used to reimburse that road for paying off a like amount of United's general mortgage bonds on March 1. The new bonds would mature March 1, 1976, and their interest rate would be determined by the competitive bidding. The P.R.R. operates the United company under a lease agreement.

PITTSBURGH & LAKE ERIE.—To assume liability for \$5,300,000 of equipment trust certificates to finance in part 10 diesel-electric locomotives and 1,000 new freight cars at an estimated total cost of \$6,792,000.

Description and Builder	Estimated Unit Cost
10 1,200-hp. switching locomotives (Electro-Motive Division, General Motors Corporation)	\$107,700
500 55-ton steel box cars (Despatch Shops)	5,300
500 70-ton high-side steel gondola cars (Bethlehem Steel Company)	6,130

The certificates would be dated March 1, and would mature in 10 annual installments of \$530,000 each, beginning March 1, 1952. They would be sold by competitive bidding, with the interest rate to be set by such bids.

Division 4 of the I.C.C. has authorized:

CHESAPEAKE & OHIO.—To assume liability for \$3,550,000 of equipment trust certificates to finance in part 10 diesel-electric locomotives and 1,665 freight cars costing an estimated \$10,726,069. (See *Railway Age* of January 8, page 66.) The certificates will be dated February 1, and will mature in 30 semiannual installments of \$285,000 each, beginning August 1, 1951. Division 4's report approved a selling price of 99.25991 with interest at 2½ per cent—the bid of Halsey, Stuart & Co. and 16 associates—which will make the average annual cost of the proceeds approximately 2.61 per cent. The certificates were reoffered to the public at prices yielding from 1.7 to 2.675 per cent, according to maturity.

TEXAS & PACIFIC.—To assume liability for \$4,000,000 of series J equipment trust certificates to finance in part 18 diesel-electric locomotives costing approximately \$5,383,162. (See *Railway Age* of December 30, page 56.) The certificates, to be dated February 1, will mature in 10 annual installments of \$400,000 each, beginning February 1, 1952. Division 4 approved a selling price of 98.389 with interest at 2½ per cent—the bid of Halsey, Stuart & Co. and five associates—which will make the average annual cost of the proceeds approximately 2.47 per cent. The certificates were reoffered to the public at prices yielding from 1.8 to 2.5 per cent, according to maturity.

Security Price Averages

	Jan. 30	Last Week	Last Year
Average price of 20 representative railway stocks	58.94	57.29	42.34
Average price of 20 representative railway bonds	100.11	99.56	92.20

Dividends Declared

Erie.—\$5 preferred A, \$1.25, quarterly, payable March 1, June 1, September 1 and December 1 to holders of record February 9, May 11, August 10 and November 9.

Illinois Central.—6% preferred A, \$3, semi-annual, payable March 1 and September 1 to holders of record February 7 and August 8.

Maine Central.—5% preferred, \$2.50, accumulated, payable March 1 to holders of record February 15.

Nashville, Chattanooga & St. Louis.—75¢, quarterly, payable March 1 to holders of record February 8.

Norfolk & Western.—75¢, quarterly, payable March 9 to holders of record February 7.

North Carolina.—7% guaranteed, \$3.50, semi-annual, payable February 1 to holders of record January 22.

Peoria & Bureau Valley.—\$2.50, semiannual, payable February 10 to holders of record January 25.

RAILWAY OFFICERS

EXECUTIVE

Daniel J. McGanney, whose appointment as assistant to the president of the SOUTHERN PACIFIC, with headquarters at San Francisco, Cal., was reported in the December 30, 1950, *Railway Age*, began his career with that road in 1911 as an office boy in the auditor's office. Subsequently he held various clerical positions until his appointment in 1926 as assistant general freight agent. In 1928 he became assistant to freight traffic man-



Daniel J. McGanney

ager, and in 1929, assistant to vice-president in charge of freight traffic for the system. From July, 1934, to November, 1942, Mr. McGanney served as general freight agent and freight traffic manager, Central district. Later he was advanced to assistant vice-president, system freight traffic, at San Francisco, being transferred to Chicago in August, 1943, as general traffic manager, the post he held prior to his recent appointment.

Hamlin Brown, whose appointment as vice-president of the CINCINNATI, NEW ORLEANS & TEXAS PACIFIC at Cincinnati, Ohio, was reported in the *Railway Age* of January 29, has been elected also vice-president of the SOUTHERN.

F. A. Hess, who has been appointed assistant to vice-president of the NEW YORK CENTRAL's Lines West of Buffalo, as reported in the January 8 *Railway Age*, is a civil engineering graduate of Armour Institute of Technology. He started his career with the Central after graduation from college, as a junior engineer in the Union Stock Yards, Chicago, in 1923. Later

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In the West and Southwest you will see another MISSOURI PACIFIC modern, progressive improvement—sleek, steel freight cars, newly painted in the familiar blue, gray and yellow trim of the famed MO-PAC Eagle streamlined passenger trains.

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LINES**

1851
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he served as draftsman and chief draftsman, and in 1939 became assistant engineer in the vice-president's office. Mr. Hess was appointed assistant to the general manager of the Indiana



F. A. Hess

Harbor Belt and the Chicago River & Indiana in January, 1944. In July of the same year he was made division engineer, in which capacity he was serving at the time of his recent appointment.

FINANCIAL, LEGAL & ACCOUNTING

M. L. Bluhm, who has been elected general counsel of the CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC at Chicago, as reported in the December 23, 1950, *Railway Age*, was born at Kendallville, Ind., on March 25, 1889. A graduate of the University of Indiana and the University of Chicago Law School, Mr. Bluhm served in the U. S.



M. L. Bluhm

Navy as an ensign during World War I. He was engaged in private law practice at Chicago between 1919 and 1922. Subsequently he joined the Milwaukee as assistant general solicitor, which position he held until his appointment as general attorney in 1931. In June, 1941, he was advanced to general solicitor, the post he held at the time of his election as general counsel.

Clifford E. Warner, who has been promoted to auditor of disbursements of the WESTERN PACIFIC, with headquarters at San Francisco, Cal., as reported in the January 8 *Railway Age*, was born on March 28, 1913, at Spanish Fork, Utah. Mr. Warner attended Brigham Young University from 1931 to 1935. He joined the W. P. in August, 1947, and subsequently handled income tax matters for that road with the title of assistant to general auditor, the post he held prior to his promotion.

The ILLINOIS CENTRAL has announced the following changes in its law department: **John W. Freels**, general attorney, appointed assistant general solicitor, to assist **Charles A. Hellsell**, general solicitor, who has general supervision of litigation; **H. J. Deany**, general attorney, advanced to supervision of litigation in the northern Illinois and Missouri districts; **Erle J. Zoll, Jr.**, commerce counsel, appointed to assume general jurisdiction over rates and related matters; and **Harold E. Spencer** and **William J. O'Brien, Jr.**, commerce attorneys, along with **Robert C. Lind**, who has been promoted to commerce attorney, appointed to assist Mr. Zoll. **W. B. Gubbins** and **Anne G. Carter**, general attorneys, will handle corporate, financial, real estate and income tax matters.

OPERATING

J. L. Barngrove, Jr., superintendent car service of the NEW YORK, NEW HAVEN & HARTFORD at New Haven, Conn., will serve as superintendent of freight transportation during the absence of **F. J. Orner**, who has been granted leave for an assignment with the Defense Transport Administration in Washington, D. C. **W. K. King** will serve as superintendent of car service.

T. E. Albright, who has been promoted to superintendent of the TEXAS & PACIFIC, with headquarters at Alexandria, La., as reported in the December 16, 1950 *Railway Age*, was born on February 15, 1904 at Marshall, Tex. He attended the University of Dallas for two years, entering T. & P. service in November, 1924, as a car builder apprentice at Marshall. Later Mr. Albright held the positions successively of locomotive fireman, locomotive engineman and road foreman of engines. In 1948 he was appointed trainmaster on the Eastern division, and the following year became assistant superintendent. He held the latter post prior to his promotion.

C. E. Bulkley, whose appointment as director of dining car service and commissary departments of the MISSOURI-KANSAS-TEXAS, with headquarters at San Antonio, Tex., appeared in the December 23, 1950, *Railway Age*, was born at Sedalia, Mo., on May 20, 1900, and attended public schools and

Central Business College in his home town. Later he attended night school at Washington and Kansas Universities. Mr. Bulkley began his career with the Katy in August, 1919, as a stores laborer at Sedalia, subsequently holding various clerical positions at that point and at Parsons, Kan. In May, 1942, he was made traveling storekeeper, with headquarters at Parsons, and in February, 1943, was appointed chief clerk to purchasing agent at St. Louis, Mo. He was promoted to general storekeeper at Parsons in September, 1946, in which capacity he was serving at the time of his recent appointment.

George H. Massy, superintendent of motive power and rolling equipment of the JERSEY CENTRAL LINES at Elizabethport, N. J., has been appointed superintendent of floating equipment at Jersey City, N. J., succeeding **Silas Livingston Morse**, who has retired after more than 45 years with the Jersey Central Lines. Mr. Massy was born at Jamaica, British West Indies, on April 25, 1889. He has been with the C.N.J. for almost 43 years and had been superintendent of motive power and rolling equipment since July 6, 1943.

As announced in the *Railway Age* of December 30, 1950, **J. C. Gardiner, Jr.**, has been elected general manager of the BANGOR & AROOSTOOK at Bangor, Me. Mr. Gardiner was graduated from Union College (A.B.) and Harvard Graduate School of Business Administration (M.B.A., 1935), where he specialized in transportation. From 1939 to 1947 he was associated with American Export Airlines and American Overseas Airlines, serving as bud-



J. C. Gardiner, Jr.

get officer, assistant secretary, and assistant treasurer, as well as executive assistant to the executive vice-president and the secretary and treasurer. More recently he was associated with the consulting engineering firm of Coverdale & Colpitts, of New York. He joined the B.&A. at Bangor in June, 1950, as assistant to the president, in which capacity he served until his election as general manager.

1950

...Best Year of the M. & St. L.

*A Report of Progress by
Lucian C. Sprague
President of the Minneapolis & St. Louis Railway*

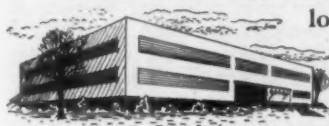
This is a Report of Progress which I am proud to present on behalf of the Minneapolis & St. Louis Railway.

The Year 1950 has been the best in its 79 years' history. The volume of freight traffic was the greatest ever handled by the M. & St. L. Operation of the Road has reached an all-time peak of efficiency. All departments are better staffed, organized and equipped than ever before.



New Diesels, New Tracks, New Buildings

Modern Diesel locomotives have replaced all steam engines on the M. & St. L., contributing greatly to efficient and economical operation. Most of the Railway's fleet of some 5,000 freight cars are new in the past five years. Nearly all main line track has been rebuilt with heavier rail, new ties and rock or gravel ballast. Two new and scientifically designed shops



service and repair the Diesel locomotives. New depots and bridges have replaced many old structures. A new general office building, costing

more than \$1,000,000, is nearing completion in Minneapolis.

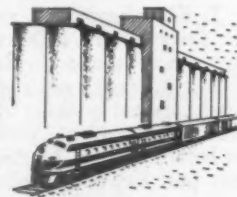
On this program of constant improvement, the M. & St. L. has spent more than \$60,000,000, all from earnings, since the present management assumed charge in 1935. The M. & St. L. Railway continues as one of the few Class I roads without mortgages, bonds or funded debt.



Friendly Shippers, Loyal Employees

This progress, to the best physical and financial condition in M. & St. L. history, has been made possible by two factors: the support and patronage of a constantly growing number of Freight Shippers, who include some 500 new industries on the Railway; and the fine co-operation of its Officers and Employees. I am proud of our friendly shippers and of the 3,000 loyal employees of the M. & St. L. family.

To all of them, I offer sincere and grateful thanks on behalf of the Directors and Management; and a pledge of unceasing effort to make the M. & St. L. an ever-better Railway, as a Carrier of Freight and as a Place to Work.



The MINNEAPOLIS



& ST. LOUIS Railway

General Offices:

Minneapolis, Minnesota

As reported in the *Railway Age* of December 30, 1950, **Oliver Perry Dowling, Jr.**, has been appointed superintendent terminals of the ATLANTIC COAST LINE at Richmond, Va. Mr. Dowling was born on August 27, 1910, at Brunson, S. C., and attended grammar school there and high school at Fairfax, S. C. Entering railroad service on December 20, 1927, with the A.C.L. as telegrapher at Charleston, S. C., he



Oliver Perry Dowling, Jr.

was transferred to Orlando, Fla., a year later. He was appointed ticket agent at Orlando on December 27, 1938; dispatcher at Tampa, Fla., on November 17, 1942; night chief dispatcher at Tampa on October 15, 1943; and chief dispatcher there on October 1, 1944. He became trainmaster at Lakeland, Fla., on May 1, 1948, transferring to Savannah, Ga., in December, 1949.

TRAFFIC

C. H. Mennell, district freight agent of the CHICAGO, ROCK ISLAND & PACIFIC at Wichita, Kan., has been appointed assistant general freight agent at St. Louis, Mo., succeeding **L. Hill**, who has been transferred to the road's headquarters at Chicago.

J. F. Lehane, Jr., general agent of the FORT WORTH & DENVER CITY (part of the CHICAGO, BURLINGTON & QUINCY), has been appointed to the newly created position of assistant general freight agent, with headquarters as before at Fort Worth, Tex. His former post has been abolished.

As reported in the December 23, 1950, *Railway Age*, **Arthur C. Thompson**, general passenger agent of the NEW YORK CENTRAL SYSTEM at Cincinnati, Ohio, has retired, and **Theodore R. Ruth**, assistant general passenger agent at New York, has become general passenger agent at St. Louis, Mo. Mr. Thompson was born on May 14, 1883, at Windsor, Ill., where he attended public schools. Later he studied freight traffic with the LaSalle Extension University, entering railroad service with the Central in 1900

as a clerk in his home town. In 1920 he became general agent, passenger department, at Omaha, Neb. In 1921 he was made traveling passenger agent at Cincinnati, and later the same year was appointed assistant general passenger agent on the Rutland at Rutland, Vt. After serving as general passenger agent on the Rutland, in 1930 he became assistant general passenger agent on the Central at Cincinnati, and in February, 1950, was promoted to general passenger agent.

Mr. Ruth was born in 1904 at Buffalo, N. Y., and entered the Central's service in 1920 as a clerk in the passenger traffic department at Grand Central Terminal, New York. He was transferred to Cleveland, Ohio, in 1923 as a ticket seller, and was appointed traveling passenger agent in 1929, and manager of the Pullman district reservation bureau in 1930. Four years later he became terminal passenger and ticket agent at Cleveland Union Terminal, returning to New York as ticket agent in 1940. In 1943 he was appointed division passenger agent at Syracuse, N. Y., being transferred to Albany in the same position in 1946. Mr. Ruth had been serving as assistant general passenger agent at New York since 1947.

As reported in the *Railway Age* of December 23, 1950, **Orrie M. Meyne** has been appointed freight traffic manager of the ERIE at New York. Mr. Meyne was born at Santa Fe, Argentina, on April 28, 1893, and attended the public and high schools of Paterson, N. J. He entered railroad service on June 1, 1910, with the Erie at Montclair, N. J., where he served successively as clerk and telegrapher until December, 1913. He then served as



Orrie M. Meyne

stenographer and clerk in the district freight office at New York and from December 1, 1916, to September 30, 1925, held various clerical positions, including that of managing clerk at New York. He was appointed chief of tariff bureau on September 30, 1925; assistant general freight agent at New York on June 1, 1927; general freight agent at Cleveland, Ohio, on April 1, 1932; and assistant freight traffic manager at

Cleveland in August, 1939, transferring to New York in August, 1941.

Harris W. Beck, assistant general passenger agent of the ATCHISON, TOPEKA & SANTA FE at San Francisco, Cal., has been appointed western general passenger agent, succeeding **L. R. Everett**, who has retired, as reported in the January 15 *Railway Age*. **S. E. Porter**, division passenger agent at San Francisco, succeeds Mr. Beck, and is in turn succeeded by **Cecil J. Haggerty**, city passenger agent at that point. Mr. Beck began Santa Fe service as a clerk at Kansas City in 1908. Subsequently he served in various capacities at several points, including Los Angeles, Cal., Santa Monica and Hollywood, and in 1941 entered active duty with the Navy, attaining the rank of captain. Mr. Beck served as special passenger agent at San Francisco for a short time before his advancement to assistant general passenger agent at that point.

Charles V. Sheriff, chief clerk to the general freight agent of the BIG FOUR district, NEW YORK CENTRAL SYSTEM, has been advanced to general freight agent, with headquarters as before at Cincinnati, Ohio. He succeeds **W. F. Bryson**, who has retired. **J. R. Ray**, assistant to the freight traffic manager at Cincinnati, has been appointed assistant general freight agent in charge of solicitation and service, to succeed **W. F. Benning**, who has retired. **T. H. Willings** has been made division freight agent at Cincinnati, replacing **George T. Magee**, who has been promoted to assistant general freight agent at St. Louis, Mo., as reported in the January 29 *Railway Age*. **J. M. Burke** becomes Mr. Ray's successor. Mr. Bryson was born on January 22, 1883, at Dayton, Ky., and entered railroad service with the Big Four in June, 1910 as a clerk in the tariff bureau. Subsequently he served as chief clerk to the traffic manager, and in 1931 became chief of the tariff bureau, being appointed assistant general freight agent in 1935. Mr. Bryson has served as general freight agent since February, 1944.

S. G. Grace, freight traffic manager in charge of rates and divisions of the CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC, at Chicago, has retired after 41 years of service. He is succeeded by **Earl J. Hyett**, assistant freight traffic manager, who is in turn replaced by **Gerald M. Ryan**, general freight agent. **Ray E. Hibbard**, assistant general freight agent, succeeds Mr. Ryan. **Harry Rudd**, an employee of the road since 1920, advances to succeed Mr. Hibbard. Headquarters of all are at Chicago. Mr. Ryan was born at Chicago on May 1, 1900, and attended Crane Technical High School in that city. He began his career with the Milwaukee in November, 1915, in the traffic department, and subsequently served in various positions, including that of chief clerk to freight traffic manager



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and chief clerk to assistant vice-president. In 1938 he was advanced to assistant general freight agent at Chicago, becoming general freight agent in November, 1949.

Claude O. Ebling has been appointed agricultural agent of the MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE, with system jurisdiction and with headquarters at Minneapolis, Minn. Mr. Ebling formerly served with the Soo Line as agricultural agent at Rhinelander, Wis., and more recently was associated with agricultural publications and engaged in free-lance writing and in speaking on agricultural subjects.

T. J. Peace has been appointed district passenger agent of the MISSOURI-KANSAS-TEXAS at New York, succeeding **P. W. Garnatz**, transferred.

O. D. Bates, chief clerk in the traffic department of the TEXAS & PACIFIC, has been appointed assistant general freight agent at Dallas, Tex.

C. F. O'Hara, assistant general freight and passenger agent of the GREAT NORTHERN at Great Falls, Mont., with jurisdiction over the state of Montana, will retire on February 15. His successor will be **J. J. Heimes**, general agent at Butte, Mont., who will in turn be replaced by **A. L. Strom**, assistant industrial agent at Seattle, Wash.

Frank E. Masi, assistant general passenger agent of the ATLANTIC COAST LINE, has been appointed assistant passenger traffic manager, with headquarters as before at Washington, D. C. Mr. Masi, a native of Washington, entered railroad service with the Southern at Washington in 1902. He joined the A.C.L. at Tampa, Fla., in 1920 and was appointed district passenger agent at Baltimore, Md., in 1920, transferring to Cleveland, Ohio, in 1922. Mr. Masi served as passenger agent at Miami, Fla., and Cleveland until 1926, when he was transferred to Washington. He was promoted to assistant general passenger agent there in June, 1940.

Forrest W. VonCanon, Jr., commercial agent of the SOUTHERN, has been appointed district freight agent, with headquarters as before at Charleston, S. C. **Landon B. Smith**, general agent, freight and passenger departments, at Charleston, has retired after more than 47 years of service with the Southern system.

MECHANICAL

Warren P. Hartman, whose appointment as assistant general manager of the ATCHISON, TOPEKA & SANTA FE SYSTEM's mechanical department, with headquarters at Chicago, was reported in the December 16, 1950, *Railway Age*, was born at Longmont, Colo., on February 1, 1891. Mr. Hartman received his B. S. degree in me-

chanical engineering from the University of Colorado in 1914. The same year he entered the service of the Santa Fe as a special apprentice at La Junta, Colo. Advancing steadily in the mechanical department, he served as apprentice instructor and erecting foreman at La Junta and Raton, N. M., and was appointed roundhouse foreman at Raton in 1921. Appointed general foreman at Albuquerque, N. M., in 1923,



Warren P. Hartman

he was transferred to Amarillo, Tex., as fuel supervisor in 1931, and promoted to master mechanic at Slaton, Tex., in 1934. Mr. Hartman was transferred to Argentine, Kan., three years later, and advanced to mechanical superintendent at Topeka, Kan., in 1941. He became mechanical superintendent of the Coast Lines at Los Angeles, Cal., in July, 1943, in which capacity he served up to the time of his latest appointment.

Henry E. Whitener, master mechanic at the Communipaw engine terminal of the JERSEY CENTRAL LINES, Jersey City, N. J., has been appointed superintendent of motive power and rolling equipment at Elizabethport, N. J., succeeding **George H. Massy**, who has been appointed superintendent of floating equipment at Jersey City. **Gus Fertakos**, day general foreman, succeeds Mr. Whitener as master mechanic.

Thomas T. Blickle, whose appointment as mechanical superintendent of the ATCHISON, TOPEKA & SANTA FE's Coast Lines, with headquarters at Los Angeles, Cal., appeared in the December 16, 1950, *Railway Age*, was born on May 12, 1909, at Rochester, Minn. He entered Santa Fe service as a shop apprentice at Ft. Madison, Iowa, in 1927. After completing his machinist apprenticeship in 1931, Mr. Blickle served as stationary fireman and stationary engineer at Chicago until 1936, when he became a machinist at the 18th Street diesel shops. He was made diesel maintainer at Chicago six months later and was advanced to assistant supervisor of diesel engines in 1941, being promoted to supervisor of diesel en-



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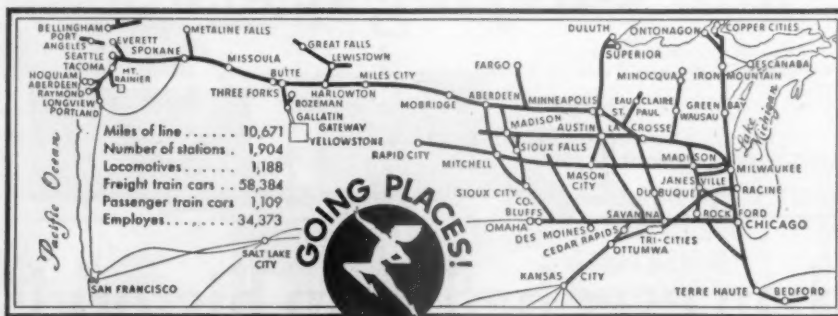
- 40 million for greatly augmenting

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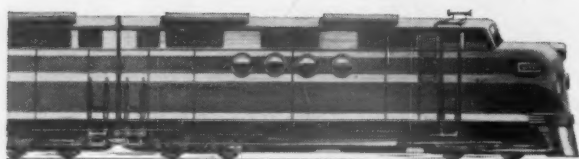


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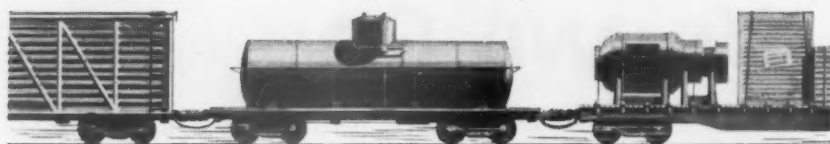
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gines at Chicago in July, 1942, and master mechanic at Dodge City, Kan., in March, 1947. Mr. Blickle was transferred back to Chicago in September, 1949, as mechanical assistant, the post he held until his present appointment.

PURCHASES & STORES

Samuel Meyers, general storekeeper of the LEHIGH & HUDSON RIVER, has been appointed also purchasing agent, with headquarters as before at Warwick, N. Y.

ENGINEERING & SIGNALING

Lee A. Loggins, whose promotion to chief engineer of the SOUTHERN PACIFIC LINES IN TEXAS AND LOUISIANA, with headquarters at Houston, Tex., was announced in the December 23 *Railway Age*, was born on June 28, 1902, at Ennis, Tex. He first entered railroad service with the Texas & New Orleans (part of the S. P. Lines) on May 27, 1920, as a coppersmith helper at Ennis, and subsequently served as utility clerk, rodman, chainman, instrumentman, estimator-draftsman and engineer accountant at various points. In 1936 he was granted a leave of absence to complete his education at the University of Texas. He received a B. S.



Lee A. Loggins

degree in civil engineering in June, 1937, having specialized in railroad structural engineering, and returned to the T. & N. O. as senior instrumentman at Victoria, Tex. He was appointed assistant engineer at that point in August, 1939, and assistant supervisor of bridges and buildings at Houston in June, 1942. The next year he became division engineer at Victoria, being transferred to Houston in that position in February, 1945. Mr. Loggins was advanced to assistant to the chief engineer at Houston in April, 1945, and was promoted to assistant chief engineer in December, 1948. He held the latter position prior to his recent promotion.

A. V. Johnston has been appointed assistant chief engineer of the CANA-

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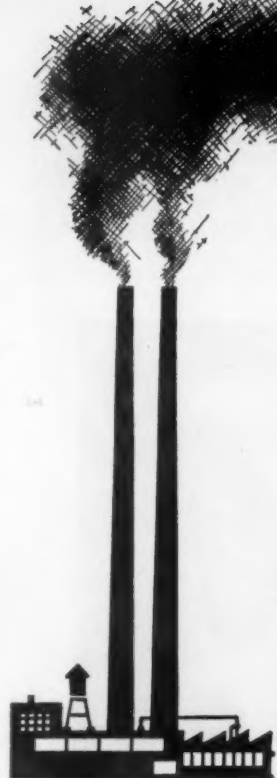
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- **THERMOSTAT FIRE ALARM SYSTEM** for detecting fire in the engine compartments.
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DIAN NATIONAL SYSTEM at Montreal, Que., succeeding **H. W. Flemming**, who has retired under the pension regulations of the railway. A native of St. Thomas, Ont., Mr. Johnston was graduated from Queens University with a B.S. degree in electrical engineering. He joined the C. N. in 1927 as a helper at Windsor, Ont., and later held various positions at Jarvis, Ont., Tecumseh, St. Thomas, Niagara Falls,



A. V. Johnston

Thamesville and Cayuga. In 1936 he was appointed bridge and building master at St. Thomas, transferring to Stratford, Ont., four years later. He became assistant engineer at Belleville, Ont., in 1941 and division engineer at Hornepayne, Ont., in 1942, transferring to the Belleville division in 1945. Mr. Johnston was appointed senior assistant engineer in 1946 and office engineer the following year. He moved to Toronto, Ont., in 1949 as assistant chief engineer of the Central region, where he remained until May, 1950.

J. E. Bernhardt, engineer of structures of the CHICAGO & EASTERN ILLINOIS, at Danville, Ill., has retired. Mr. Bernhardt was born at Terre Haute, Ind., on May 11, 1888, and was educated at Wiley high school and Rose Polytechnic Institute. He entered railroad service in 1906 with the Vandalia (now Pennsylvania), with which road he remained until 1909 when he went with the Chicago, Milwaukee, St. Paul & Pacific in the office of the bridge engineer. He joined the C. & E. I. in 1910, and subsequently became bridge engineer. In 1949 his title was changed to engineer of structures.

Herbert Huffman, general roadmaster of the CHICAGO & EASTERN ILLINOIS, has been promoted to engineer, maintenance, with headquarters as before at Danville, Ill.

Carl H. Vogt, assistant engineer maintenance of way of the JERSEY CENTRAL LINES, has been appointed engineer maintenance of way, with headquarters as before at Jersey City, N. J., succeeding **Thomas E. MacMannis**, who has resigned to become engineer

maintenance of way of the READING at Philadelphia, Pa. Mr. MacMannis succeeds **M. S. Miller**, who has been appointed special engineer of the Reading. **Edgar T. Anderson**, assistant supervisor of track of the C.N.J. at Long Branch, N. J., has been appointed assistant engineer in the office of the engineer maintenance of way at Jersey City. Mr. Vogt was born at Camden, N. J., on March 16, 1888, and was graduated from Lehigh University in 1909. He entered railroad service with the New York Central as a rodman in July, 1909. In August, 1912, he was



Carl H. Vogt

appointed assistant supervisor of track at Jersey Shore, Pa.; in January, 1914, assistant tie treatment inspector at Rome, N. Y.; in December, 1915, bridge inspector at Jersey Shore; and in January, 1923, supervisor of track at Rochester, N. Y. Mr. Vogt joined the C.N.J. in January, 1930, as supervisor of track at Jersey City and was promoted to division engineer in July, 1945. He became assistant engineer maintenance of way on May 1, 1949.

OBITUARY

Henry G. Arnold, former superintendent of the ATCHISON, TOPEKA & SANTA FE at Newton, Kan., who retired in July, 1949, died recently at Emporia, Kan.

Charles T. Love, division freight agent of the NASHVILLE, CHATTANOOGA & ST. LOUIS at Atlanta, Ga., died in that city on January 12.

Raymon S. Harms, terminal superintendent of the NEW YORK, CHICAGO & ST. LOUIS at Chicago, died of a heart attack recently, at the age of 61. Mr. Harms became employed on the Nickel Plate's Clover Leaf district in 1912 as a brakeman for the Toledo division. From 1936 to 1938 he served as a general supervisor for the system, working out of the general superintendent's office, then located at Cleveland, Ohio. He was subsequently promoted to terminal trainmaster at Chicago and in 1946 his title was changed to terminal superintendent.



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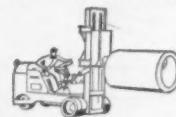


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Compiled from 127 monthly reports of revenues and expenses representing 131 Class I steam railways
(Switching and Terminal Companies Not Included)

FOR THE MONTH OF NOVEMBER 1950 AND 1949

Item	United States		Eastern District		Southern District		Western District	
	1950	1949	1950	1949	1950	1949	1950	1949
Miles of road operated at close of month.....	226,203	226,642	53,335	53,421	46,033	46,006	126,835	127,215
Revenues:								
Freight.....	\$710,808,023	\$587,060,008	\$253,977,086	\$202,684,426	\$143,423,763	\$121,004,341	\$313,407,174	\$263,371,241
Passenger.....	65,884,534	63,775,769	35,444,935	36,643,467	8,982,831	8,298,545	21,456,768	18,833,757
Mail.....	42,752,338	19,013,934	10,596,448	6,784,442	6,827,408	3,488,489	25,328,482	8,741,003
Express.....	8,138,278	6,948,003	3,168,842	2,056,022	1,415,669	1,186,893	3,553,767	3,705,088
All other operating revenues.....	34,617,798	28,008,148	15,635,580	12,103,750	5,544,881	4,435,695	13,437,337	11,468,703
Railway operating revenues.....	862,200,971	704,805,862	318,822,891	260,272,107	166,194,552	138,413,963	377,183,528	306,119,792
Expenses:								
Maintenance of way and structures.....	113,311,485	93,491,755	44,443,227	31,154,099	22,475,524	20,756,361	46,395,734	41,581,295
Depreciation.....	11,009,874	10,766,501	4,607,609	4,525,150	1,991,455	1,899,015	4,110,810	4,342,336
Retirements.....	2,347,050	1,720,431	1,290,023	457,951	273,234	373,461	783,793	889,019
Deferred maintenance.....	*57,811	*357,948	21,643	296,195	*21,891	*78,418	*57,569	*575,725
Amortization of defense projects.....	115,979	150,259	11,207	15,660	43,335	47,579	61,437	87,020
Equalization.....	616,794	5,379,316	1,117,870	2,762,711	*1,169,824	1,058,342	668,748	1,558,263
All other.....	99,282,599	75,833,196	37,394,869	23,096,432	21,359,215	17,456,382	40,528,515	35,280,382
Maintenance of equipment.....	151,033,690	125,251,786	65,441,205	48,106,962	28,450,331	24,660,347	57,142,154	52,484,477
Depreciation.....	25,479,819	24,364,290	9,445,958	9,365,344	5,631,894	5,418,513	10,401,967	9,580,433
Retirements.....	*98,419	*80,030	*25,332	*28,099	*7,269	*40,947	*65,818	*10,984
Deferred maintenance and major repairs.....	*166,443	135,093	*71,632	274,471	*9,450	*9,071	*85,361	*130,307
Amortization of defense projects.....	1,012,130	1,217,407	361,408	451,593	210,095	238,570	440,627	527,244
Equalization.....	*2,681,907	*5,700	*885,522	89,556	*480,577	*141,975	*1,315,808	46,719
All other.....	127,488,510	99,620,726	56,616,325	37,954,097	23,105,638	19,195,257	47,766,547	42,471,372
Traffic.....	15,737,955	15,571,396	5,077,609	5,288,300	3,412,155	3,218,620	7,248,191	7,064,476
Transportation—Rail line.....	306,978,057	272,151,660	130,163,138	112,766,713	53,787,771	49,825,210	123,027,148	109,559,737
Miscellaneous operations.....	8,885,635	8,839,516	3,232,011	3,343,167	1,278,411	1,191,111	4,375,213	4,305,238
General.....	22,660,692	22,048,260	8,884,219	8,164,109	4,681,335	4,641,725	9,095,138	9,242,426
Railway operating expenses.....	618,610,514	537,354,373	257,241,409	208,823,350	114,085,527	104,293,374	247,283,578	224,237,649
Net revenue from railway operations.....	243,590,457	167,451,489	61,581,482	51,448,757	52,109,025	34,120,589	129,899,950	81,882,143
Railway tax accruals.....	119,090,878	77,394,410	30,970,225	23,513,862	27,350,902	17,381,797	60,769,751	36,498,751
Pay-roll taxes.....	22,887,908	19,751,338	9,559,217	7,632,566	4,266,589	3,728,893	9,062,102	8,389,879
Federal income taxes ¹	68,544,892	30,660,514	11,081,273	6,354,946	17,107,931	7,026,903	40,355,688	17,278,665
All other taxes.....	27,658,078	26,982,558	10,329,735	9,526,350	5,976,382	6,626,001	11,351,961	10,830,207
Railway operating income.....	124,499,579	90,057,079	30,611,257	27,934,895	24,758,123	16,738,792	69,130,199	45,383,392
Equipment rents—Dr. balance.....	11,400,189	11,347,117	5,497,972	4,172,141	*1,393,476	*198,165	7,295,693	7,373,141
Joint facility rent—Dr. balance.....	3,098,787	3,331,834	1,237,960	1,611,873	442,355	490,835	1,418,472	1,229,126
Net railway operating income.....	110,000,603	75,378,128	23,875,325	22,150,881	25,709,244	16,446,122	60,416,034	36,781,125
Ratio of expenses to revenues (percent).....	71.7	76.2	80.7	80.2	68.6	75.3	65.6	73.3

FOR THE ELEVEN MONTHS ENDED WITH NOVEMBER 1950 AND 1949

Item	United States		Eastern District		Southern District		Western District	
	1950	1949	1950	1949	1950	1949	1950	1949
Miles of road operated at close of month.....	226,435	226,634	53,353	53,456	46,097	46,029	126,985	127,149
Revenues:								
Freight.....	\$7,143,826,311	\$6,472,739,840	\$2,633,052,155	\$2,385,930,011	\$1,455,443,246	\$1,293,032,516	\$3,055,330,910	\$2,793,777,313
Passenger.....	734,146,232	786,364,668	388,333,298	413,040,300	109,071,040	120,876,057	236,741,894	252,448,311
Mail ¹	243,037,854	199,425,965	80,151,039	73,103,951	40,923,785	36,044,104	121,963,030	90,277,910
Express.....	72,276,512	70,469,098	23,483,398	18,933,380	12,370,287	12,274,063	36,422,827	39,261,655
All other operating revenues.....	351,993,648	340,492,203	156,772,833	150,560,622	57,364,854	55,199,700	137,855,961	134,731,881
Railway operating revenues.....	8,545,280,557	7,869,491,774	3,281,792,723	3,041,568,264	1,675,173,212	1,517,426,440	3,588,314,622	3,310,497,070
Expenses:								
Maintenance of way and structures.....	1,182,713,630	1,190,440,193	424,421,108	417,012,365	247,069,979	244,654,083	511,222,543	528,773,745
Depreciation.....	120,472,180	116,725,006	50,823,114	49,037,159	21,633,239	20,328,806	48,015,827	47,359,041
Retirements.....	15,170,687	12,777,343	5,930,713	2,941,693	2,667,197	1,963,767	6,572,777	7,871,883
Deferred maintenance.....	*1,802,987	*3,486,932	*1,004,159	*32,227	*287,917	*1,651,730	*510,911	*1,802,975
Amortization of defense projects.....	1,615,946	1,650,205	184,004	170,228	488,841	513,644	943,101	966,333
Equalization.....	66,052	59,012	*3,007,806	460,828	3,180,487	777,046	*106,629	*257,206
All other.....	1,047,191,752	1,062,715,559	371,495,242	365,356,340	219,388,132	222,722,550	456,308,378	474,636,669
Maintenance of equipment.....	1,544,516,309	1,469,727,412	652,201,032	597,128,056	298,266,460	291,700,166	594,048,817	580,899,190
Depreciation.....	272,232,449	256,403,877	101,232,845	99,090,734	60,828,644	57,298,748	110,170,960	100,014,395
Retirements.....	*679,282	*656,485	*114,274	*141,871	*207,178	*187,673	*357,830	*326,941
Deferred maintenance and major repairs.....	*9,634,534	*1,046,945	*8,819,608	*349,578	*132,407	*226,446	*682,519	*470,921
Amortization of defense projects.....	13,127,554	13,398,371	4,848,185	4,923,532	2,559,251	2,625,740	5,720,118	5,849,099
Equalization.....	1,628,313	2,126,920	1,115,909	1,564,692	620,777	584,167	*108,373	*21,939
All other.....	1,267,841,809	1,199,501,674	553,937,975	492,040,547	234,597,373	231,605,630	479,306,461	475,855,497
Traffic.....	174,776,940	178,227,038	59,129,848	60,686,019	36,586,987	37,388,521	79,060,105	80,152,498
Transportation—Rail line.....	3,163,844,749	3,126,832,327	1,342,324,091	1,315,540,646	568,764,485	567,357,445	1,252,756,173	1,243,934,236
Miscellaneous operations.....	100,415,507	108,362,756	35,476,763	40,046,930	14,865,924	15,759,198	50,072,820	52,556,628
General.....	247,584,527	249,904,679	96,590,178	96,398,511	52,715,315	53,418,125	98,279,034	100,088,043
Railway operating expenses ²	6,413,851,662	6,323,494,405	2,610,143,020	2,526,812,527	1,218,269,150	1,210,277,538	2,585,439,492	2,586,404,340
Net revenue from railway operations.....	2,131,428,895	1,545,997,369	671,649,703	514,755,737	456,904,062	307,148,902	1,002,875,130	724,092,730
Railway tax accruals.....	1,041,661,262	776,252,706	317,107,047	257,545,369	243,808,807	165,833,287	480,745,408	352,874,050
Pay-roll taxes.....	239,487,807	232,382,913	98,636,704	94,665,691	45,099,925	44,234,405	95,751,178	93,482,817
Federal income taxes ¹	497,320,838	250,125,827	109,177,097	57,310,482	133,228,483	59,047,414	254,915,258	133,767,931
All other taxes.....	304,852,617	293,743,966	109,293,246	105,569,196	65,480,399	62,551,468	130,078,972	125,623,302
Railway operating income.....	1,089,767,633	769,744,663	354,542,656	257,210,368	213,095,255	141,315,615	522,129,722	371,218,680
Equipment rents—Dr. balance.....	129,227,061	118,133,454	62,028,891	50,505,738	*14,908,348	*6,190,275	82,106,518	73,817,991
Joint facility rent—Dr. balance.....	35,863,167	35,473,170	16,580,225	17,077,443	5,420,680	5,382,396	13,862,262	13,013,331
Net railway operating income.....	924,677,405	616,138,039	275,933,540	189,627,187	222,582,923	142,123,494	426,160,942	284,387,358
Ratio of expenses to revenues (percent).....	75.1	80.4	79.5	83.1	72.7	79.8	72.1	78.1

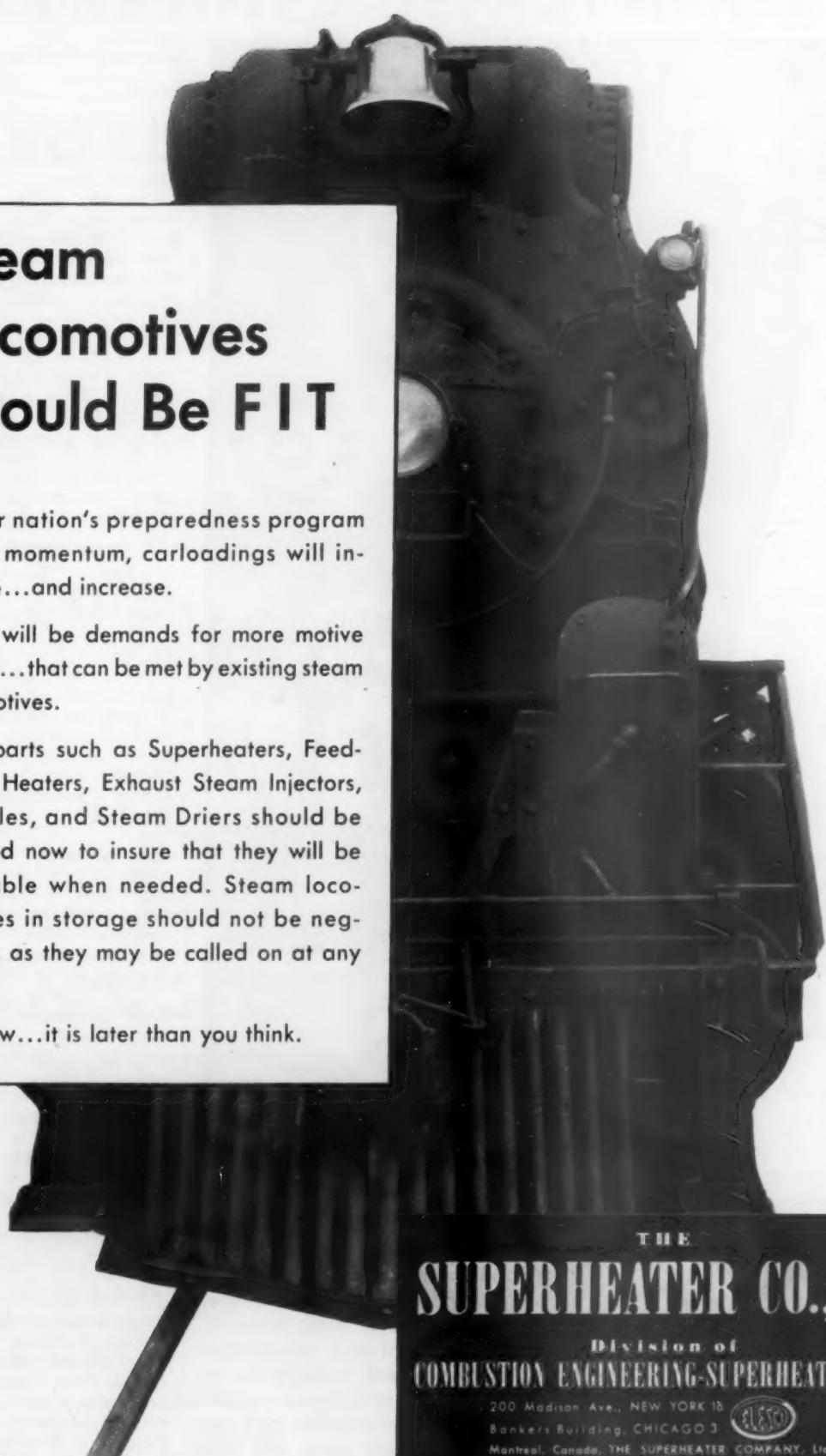
¹ Includes income tax and surtax.

² Decrease, deficit, or other reverse item.

³ Includes the following amounts of additional railway mail pay accrued under the Post Office Dept. Stipulation dated Oct. 11, 1950; \$31,570,859 for the period Feb. 19, 1947 to Dec. 31, 1949; and \$10,270,332 for the period Jan. 1, 1950 to Nov. 30, 1950.

⁴ Includes accruals for additional wage payments of \$9,896,782.

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Current Publications

BOOKS

American Express, A Century of Service, by Alden Hatch. 287 pages, illustrations. Published by Doubleday & Co., Garden City, N. Y. \$3.50.

The story of a great international service organization, of the men who built it, of the events which shaped its history, and of the vital role the company plays in world travel and trade today.

Proceedings of the Association of American Railroads, Freight Claim Division, May 2-4, 1950. 246 pages, drawings, charts. Published by the Association of American Railroads, 59 E. Van Buren St., Chicago 5.

Contains proceedings of the meetings of the Freight Claim Division held in Richmond, Va., May 2-4, 1950; also reports, recommendations, exhibits and other transactions for the year 1950.

Strength of Stainless Steel Structural Members as Function of Design, by Michael Watter and Rush A. Lincoln. 153 pages, charts. Published by the Allegheny Ludlum Steel Corporation, Pittsburgh, Pa. \$5.

Covers the basic properties of light gage stainless steel strip of various tempers at room temperature, and methods for calculating allowable loads for structures made from it. Dr. Watter is director of research for the Budd Company and Dr. Lincoln is metallurgist for Allegheny Ludlum.

Transportation, Volume 4, 1950. 50 pages. Published by the Connecticut Valley Chapter, National Railway Historical Society, Inc., and the Connecticut Valley Division, Electric Railroaders' Association, Inc. Warehouse Point, Conn. \$1, plus 10 cents postage.

A complete account of the Atlantic Shore Line Railway, a Maine electric railway system of a bygone era, composes the major part of this volume. Numerous illustrations of equipment, drawings and maps, two ticket reproductions, two reproduced timetables in separate pockets on the inside back page, a full-size reproduction of a stock certificate, and car rosters are included. It also contains the 1949 reports of the Connecticut Electric Railway Association and the New England Electric Railway Historical Society.

PAMPHLETS

Bulletin No. 81 of the Railway & Locomotive Historical Society. 80 pages, illustrations. Published by the R. & L.H.S. Baker Library, Harvard Business School, Boston, Mass. Price, to members, \$1; to non-members, \$2.

Steam locomotives of the New Zealand Government Railways from 1872 to 1949 are featured in this issue. Other articles are devoted to the Northern Cross (now part of the Chicago, Burlington & Quincy); to the railroads of McKean county; to the Memphis branch of the Louisville & Nashville (1850-1871); to some notes on our early railroads; and to additional data on Norris locomotives, a paper about which appeared in Bulletin No. 79.

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